



Book of the **Royal Blue**



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BOOK OF THE

ROYAL BLUE



ALL TRAINS VIA WASHINGTON
BALTIMORE & OHIO R.R.
WITH STOP-OVER PRIVILEGE

The cover features a dark purple background with ornate gold and white decorative elements. At the top left, a banner reads "BOOK OF THE". To its right, the title "ROYAL BLUE" is written in large, stylized gold letters. Below the title is a central rectangular frame containing a sepia-toned photograph of a person standing on a train platform next to a building. The frame is flanked by decorative flourishes, including fleur-de-lis on the left and a crown with crossed swords on the right. At the bottom, a circular emblem contains the text "ALL TRAINS VIA WASHINGTON" and "WITH STOP-OVER PRIVILEGE", with a central illustration of a building. Below this emblem, the text "BALTIMORE & OHIO R.R." is written in a banner. The entire design is framed by intricate white scrollwork and gold accents.



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Camden Station.	
Lv. Baltimore	3.52 pm
Mt. Royal Station.	
Ar. Wilmington	5.17 pm
Ar. Philadelphia	5.50 pm
24th and Chestnut.	
Ar. New York	8.00 pm
Liberty Street.	
Ar. New York	8.10 pm
23d Street.	

SOUTHBOUND.

Lv. New York	3.50 pm
23d Street.	
Lv. New York	4.00 pm
Liberty Street.	
Lv. Philadelphia	6.12 pm
24th and Chestnut.	
Lv. Wilmington	6.44 pm
Ar. Baltimore	8.09 pm
Mt. Royal Station.	
Ar. Baltimore	8.13 pm
Camden Station.	
Lv. Baltimore	8.16 pm
Camden Station.	
Ar. Washington	9.00 pm
New Jersey Ave. and C St.	

BOOK OF THE ROYAL BLUE.

OCTOBER, 1907.

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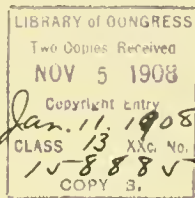
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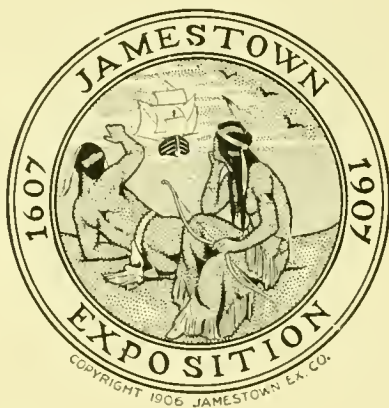


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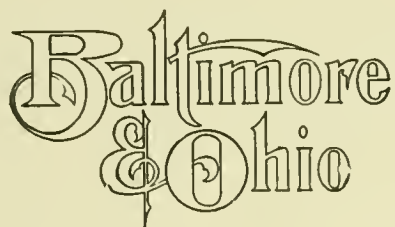
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"TURKEYS."

(See page 17.)

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR.

VOL. XI.

BALTIMORE, OCTOBER, 1907.

No. 1.

THE HUNTING SEASON.

THE average sportsman does not know of and perhaps gives little thought to the various organizations for the protection of game.

The necessity for excellent laws for the protection of birds and animals throughout the country is obvious. Each state very properly forms its own laws according to conditions which exist, and appoints its own game wardens to enforce them. Besides the state laws there are federal laws governing the United States as a whole, coming under the head of the Department of Agriculture Biological Survey.

At no time has there been such concentrated action in the various states to publish their respective game laws in concise form as provided for the year 1907. The Department of Agriculture has also prepared posters for general distribution giving the important features in detail for each state, and these may be had for the asking. There is a marked uniformity in the laws of all states, showing the effect of organization; and the legitimate and law-abiding sportsman has reason to congratulate himself on the present conditions which he no doubt has had a hand in bringing about.

The vandal who calls it sport to hunt game out of season or to fish in spawning season, is a little lower than the vandal who destroys a monument in chipping off a souvenir; and the game wardens in each state should be assisted in their prosecution of such persons. It is a fact, however, these vandals are becoming fewer and fewer

each year on their own initiative, and promiscuous shooting at all sorts of birds is ceasing, due no doubt to the enforcement of game laws.

In addition to federal and state laws, many counties in various states have separate laws within the state law; this is particularly noticeable in Maryland, where various counties have different close seasons for the same kind of game. Some of these counties also have close seasons on certain days of the week during open season. It is noted also that hunting is prohibited on Sunday in nearly all of the states.

For 1907 each state has its game laws printed in convenient form; and as ignorance of the law is not excusable, those who desire may secure copies on application to the State Game Commissioner by request.

Messrs. T. S. Palmer and Henry Oldys of the United States Biological Survey have compiled a most complete table of the close seasons for the United States and Canada for 1907, which is published herein.

This bulletin shows for 1907 how carefully various legislatures have enacted their new laws. As so many of the states now require a license fee for non-residents and have very stringent laws in regard to the removal of game from the state, it is very necessary for the sportsman in selecting his hunting ground to be particular in providing himself with the printed laws of that particular state and county before arranging his outing.

GAME LAWS OF PENNSYLVANIA.

Some Important Changes Affecting the Hunting of Deer and Quail.

THE last session of the Pennsylvania assembly made a number of important changes in the game laws. Of great interest is the Brann amendment to the general game laws of 1905. Its principal provisions are as follows: The open season for woodcock and ruffed grouse or pheasants is from October 1 to December 1; wild turkeys, prairie chickens, English, Mongolian or Chinese pheasants, October 15 to December 1.

The quail season is unchanged, November 1 to December 1, but additional provisions for the protection of the birds are made. It is unlawful to shoot or injure quails when bunched upon the ground; or to kill any game birds at night; or kill any game at all by the use of any gun other than the kind usually raised at arm's length and fired from the shoulder.

By another act rabbits may be taken or killed from October 15 to December 1 in any manner except with the aid of a ferret.

The change in the deer law is important. The open season is from November 15 to December 1, but hereafter only male deer with horns may be killed. Does and fawns are absolutely protected. This became necessary by reason of the fact that the number of hunters is so great that the deer in season are practically driven from cover to cover as if they were pursued by dogs. The penalty for violation of the law is \$10 or a day in jail for each dollar. It will be safe to have the head on the carcass to prove that the deer had horns.

The open season for squirrels in Pennsylvania is from the first day of October to the first day of December. But six squirrels can be killed in one day.

Besides the incidental tabooing of heavy duck guns and other weapons that cannot be fired from the shoulder the legislature passed an act specifically prohibiting the use of automatic shotguns.

THE WHITE OR SNOWY HERON.

The history of the White Heron is pathetic in the extreme, as it is a tale of persecution and rapid extermination. When



THE WHITE OR SNOWY HERON

it was decreed by fashion that the plumes of these birds should be worn as millinery ornaments, it meant the extermination of this beautiful bird in Florida and other parts of America, accompanied with the most atrocious butchering.

This is the bird from which the beautiful "aigrette" is torn, and it is safe to say that any woman reading the history of the "aigrette," as graphically pictured in the pamphlets issued by the Audubon Societies, would have hesitancy in including that particular article in her own plumage.

The sale of "aigrettes" from American birds is prohibited, but it is claimed there are no laws that prevent the sale of imported goods.

The wearing of these plumes from the White Heron, whether native or foreign, has now become a question of ethics which every woman must decide for herself. It makes no difference where the plume comes from, the fact remains that this thing of beauty is actually a badge of cruelty.

IN THE HEART OF HAMPSHIRE.

A Sketch of a Portion of the Wild Alleghany Mountains in West Virginia.

BY ELIHU S. RILEY.

THE heart of Hampshire offers to one who wishes "far from the madding crowd's ignoble strife," to pursue "the even tenor of his way," in vacation, the full meed of attractions. Here are beautiful mountains, lovely glens, splendid prospects, picturesque walks, singing streams and winding rivers to delight the eye and feast the mind, while ample boards give strength to the physical forces to endure the mountain's ascent, the gallop on horseback, and the long trip to the camp or through the country.

Hampshire lies on the border line between Maryland and Virginia, just opposite Alleghany County, from which it is divided by the Potomac. Two ranges of mountains—the Alleghanies on the north and the North Mountains on the south—traverse the county from east to west, while a great array of interlacing spurs run in orderly legions throughout a large part of the intervening area. The lovely valleys that lie between these grand ranges are rich in verdure, while the mountains are the feeding grounds of fleecy flocks and magnificent herds.

Romney, an agreeable town of about a thousand inhabitants, is the capital of Hampshire, and is beautifully located on the South Branch of the Potomac, surrounded

by picturesque mountain ranges and broad productive valleys. One of the interesting points in Romney is its ancient cemetery—once the burying place of the Indians.

This cemetery has resounded with the note of battle. During the early part of the Civil War, a Confederate battery was mounted in this sacred place, for it commanded a broad sweep of the South Branch Valley. The Union forces advanced upon the battery from three points. As the division that came up the South Branch Valley, coming from the west, arrived at a point three miles from Romney, the battery commenced firing, opening the ranks of the assailants at each volley, but they came on and the Confederates retreated, losing their guns. One of the balls from the battery went through a farmhouse three miles from town, and, though the house was occupied, no one was injured.

The sounds of war have subsided, and now the note is "peaches," "clearing up the mountains for orchards" and prospecting "for coal, silver and gold," for there are indications in these mountains that all three of these minerals exist in them. What they have has not yet been revealed to the eye of man; but he does behold, when he visits this section, a most inviting and interesting array of mountain peaks and ranges. They are not lofty as the Sierras, nor as bare as the Rockies, yet they present their own features of beauty and uniqueness. Their particular phase, near the northwestern boundary of Hampshire is the great number of parallel ranges that, with intervening valleys, traverse the county from east to west, and extend over an area, from north to south, of twenty miles. He who attempts to make this crossing finds that he has one continuous series of up-hills and down-dales; but therein lies the zest and interest of discovery of the new and the prospective of the beautiful.

His lines are cast in pleasant places, who, freed from business, may pursue a month of pleasure with a good conscience as a matter of absolute necessity for the recovery of wasted energies. In the fore-



MOUNTAINEER GUIDES OF WEST VIRGINIA



TOPMOST HOUSE ON HIGH KNOB.

noon a walk through a defile in the towering mountains; in the afternoon a ride a-horseback on the eternal hills; to-day a drive to camp, to-morrow a stroll through the woods; and every day some new adventure in discovery or some virgin prospect of delight to the eye, as the ever-changing vista recorded some new landscape as the point of observation was changed.

There are peaks, towering, lofty and sublime, too far for the ordinary walk. Of all the inviting summits to climb, Fair View and High Knob are the most promising. Southward from Fair View lay eleven ranges of mountains, rising so close to each other that no level lands can be seen between them. They appear like the waves of the sea one after another, until the last blue range, a score of miles away, reaches the encompassing horizon. It is a rare bit in mountain scenery.

High Knob, however, is the object of the tourist's desire above all others. Rising like a pyramid, in the Mill Creek Valley, it overtops all other mountains of that section, and, at a height of 2,600 feet surveys, like a monarch, all below it. From a distance it has all the elemental parts of a magnificent observatory — rising above its fellows in a dome that comes to a peak from all sides.

With many suggestions as to the manner of reaching this coveted point, it is a matter of footing it, and our party of seven performed the journey of six miles up hill there, and six miles down hill back. We were already on Taylor's Mountain, and the first stretch, after that, was a mile up-

hill. Most of the party was handicapped with impedimenta, from cake to kodak, but generously divided into small parcels, except on the part of our host who, carrying the bulk of that anticipated collation on the mountains, declared that his baggage "was nothing."

The middle portion of the walk brought the party to the cleared mountain top. From "Bare Field," at the end of the first stretch, a noble array of mountains presented themselves; but when "Hartman's Field" was reached, which lay like lines of latitude at the foot of High Knob, one could see mountains after mountains in long arrays reaching from east to west and rolling like billows from north to south. Along the southern horizon stretched the South Branch Mountains—clothed in unbroken forest and with not a cleared spot for a score of miles—the home of the turkey, the deer and the bear. Above us rose High Knob, inspiring and sublime.

One more stretch and we were at the last house and the last source of water—a spring a third of a mile from the summit.

We had secured the services of the mountaineer who lives on High Knob, to use his axe to cut away the brush for a fair view from the summit, with the agreement that if any "rattler," of which all reports agreed were legion in the mountain, showed himself, the man with the kodak should have a snap shot at him and then slay him as a trophy. Though the walk was steep and rocky, and the path thick and wooded



AN ANT HILL.

no rattlesnake was found. The view from High Knob is disappointing; but solely on account of the woods and underbrush that cover its top. This has one exception—the vista to the south. Here the scenery is beautiful and only limited by the South Branch mountains in the far distance. It is assumed that the landscape would only be bound by the power of the eye to see were this tall summit cleared of obstructing trees.

On the knob of the mountain we met a party of three who had also come up to view the landscape o'er.

Besides the pleasant sensations of congenial companionship on the walk to the mountains, we had encountered those most interesting creatures, the ants and their dwelling places. Their mounds, built of sand and small pieces of rock, line a portion of the pathway to High Knob. They vary in quantity from a half bushel to a wagon load—in size they range from a foot in diameter and a foot in height to nine feet in length and six feet in diameter and two feet, or more, in their dome-shaped rise. The ants dwell in colonies in these mounds and, separated by apartments, all the lateral corridors join at one central passage. There are numerous other openings and here the ants live and lay their eggs and rear their young. Then, in order to learn more of the habits of the mound-dwellers, we had taken off the tops of several and large numbers of long white eggs were discovered. The moment the eggs were uncovered the news must have been carried abroad through the colony, for the ants, in great haste and with much excitement, came to the top of the mound and, each seizing an egg, soon had all of them out of sight and under cover to save them from the death-dealing rays of the sun. Digging deeper, the newly hatched ants were found. White and thin they were and still in a semi-embryotic state, but with no small show of activity

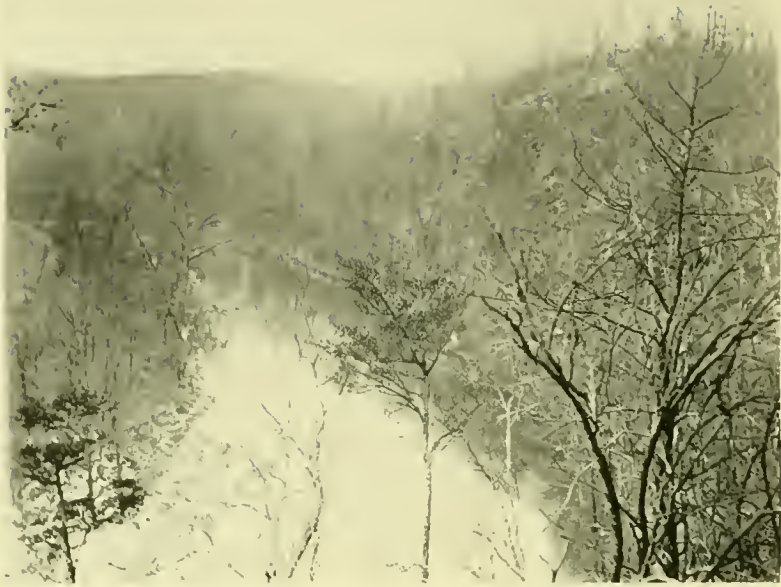


"OUR PARTY."

as the light and air fell on them. These mound-builders have, undoubtedly, in the long ages of creation, done much to make the rocky beds of the mountains tillable by gathering together a deep and fruitful soil.

These mountain rambles not only discover the beautiful and scientific in these grand hills and fertile valleys, but they disclose in their measure, the life of the people. In a trip on horseback to Fair View the public road had carried me away from the mountain. I had turned groping into the fields, and, with the mountain height before me, found at last the path shut off and the fences closed in upon me. Uncertain of the way, I was surprised to find at this moment that another was present—a little girl of twelve met me on the mountain side. To my surprise she added her trepidation at seeing a stranger here. She showed me the right path and explained that she had been on a visit to her uncle's and was crossing the mountain to her home! God bless a land where childhood and womanhood have such safety in the manhood and virtue of the people





THE NORTH BRANCH OF THE POTOMAC RIVER NEAR KEYSER, W. VA.

WHERE GAME ABOUNDS IN MARYLAND AND WEST VIRGINIA.

TO the sportsman not acquainted with the geographical location of the counties in Maryland and West Virginia, the following suggestions may be found to his convenience.

Commencing in the extreme northeastern corner of Maryland and following the line of the Baltimore & Ohio Railroad westward across both states, many kinds of game and fish can be found.

The Susquehanna River is famous for its shad fisheries and the Susquehanna Flats for duck shooting. The river forms the boundary between Cecil and Harford Counties, Maryland; emptying into the Chesapeake Bay at Havre de Grace, which is the most convenient town for sportsmen's headquarters for this section. In both counties special game laws prevail, made necessary for the protection of game on account of the superabundance thereof, and the possible greed of irresponsible hunters from the crowded eastern cities to bag more than a reasonable share.

Between Harford and Baltimore Counties are the marshes of the Gunpowder River, convenient hiding places for snipe, rail and

reed bird and duck. The Gunpowder and its tributaries also abound in "gudgeon" which are popular among small sportsmen in the early spring.

Baltimore County, as well as Cecil and Harford, borders on the headwaters of the Chesapeake Bay.

Anne Arundel County lies south of Baltimore City, with its entire eastern border along the Patapsco River and Chesapeake Bay.

The Baltimore & Ohio Railroad from Baltimore to Washington crosses Howard and Prince George Counties, through a territory of no principal importance for any kind of game. West of Washington the line crosses Montgomery County and strikes the Potomac River at its confluence with the Monocacy River. From this point the Monocacy Valley extends northward through Frederick County, east of the Catocin Mountains, the most beautiful agricultural section of Maryland. The surrounding country abounds in small game, such as squirrel, rabbit, pheasant and partridge or quail. "Partridge" and "quail" are synonymous in the states of Maryland,

Virginia and West Virginia, partridge being the term generally applied. West of the Ohio River the name of "quail" predominates.

From Washington Junction the main line of the Baltimore & Ohio skirts the Potomac River through Frederick County and across a narrow strip of Washington County, crossing the river at Harper's Ferry, where the road enters West Virginia on its route across the Allegheny Mountains, following the border line between Maryland and West Virginia, with Washington and Allegheny Counties in Maryland on the north side of the Potomac, and Jefferson, Berkeley, Morgan, Hampshire and Mineral Counties in West Virginia on the south side, in the order named from east to west.

Throughout this territory of the Potomac River the sportsman finds many haunts in the mountainous section for wild turkey, partridge, squirrel, raccoon and rabbit.

Among the stopping-off places in this territory most convenient to the sportsman are North Mountain, in Berkeley County, W. Va., Cherry Run and Berkeley Springs, in Morgan County, W. Va.; Hancock, in Washington County, Md.; Great Cacapon, in Morgan County, W. Va., where the Great Cacapon River empties into the Potomac; and Green Springs in Hampshire County, W. Va., on the Potomac River, from which a branch of the railroad runs down to Romney in the same county. From Romney there are many mountain trails which lead to good hunting of wild turkey in Hampshire county. The western portion of Allegheny County, Maryland, and the northern portion of Mineral County, West Virginia, is mountainous and abounds in all kinds of game peculiar to hilly regions. The choice hunting grounds are

best reached through Cumberland and Rawlins in Maryland, and Keyser and Piedmont in West Virginia.

Piedmont, W. Va., is at the foot of the great Allegheny plateau known as The Glades, which lies entirely in Garrett County, Maryland. On the plateau, which is one of the highest sections of the Alleghenies, are the summer resorts of Oakland, Mountain Lake Park and Deer Park. Here the Youghiogheny River obtains its source.

Some five or ten miles north of the railroad are the Meadow and Negro Mountains, from which many trout streams wend their way to make up Deep Creek, emptying into the Youghiogheny River, and the Castleman River emptying into the Monongahela River.

A few miles west of Oakland the railroad leaves Maryland and enters West Virginia in Preston County, descending the Alleghenies from Terra Alta along the Briery Mountains through the famous Cheat River region, passing westward to Grafton, in Taylor County, and into the Tygart's Valley River region. The usual small game abounds in this section. The Cheat and Tygart River Valleys furnish wild turkey and grouse.

The Belington branch of the Baltimore & Ohio southward from Grafton follows the Tygart's Valley River towards its source in the Cheat Mountains. Another division of the railroad runs southward from Clarksburg through Harrison, Lewis, Upshur, Braxton, Webster and Nicholas Counties, through a wild portion of the state, which affords splendid wild turkey, deer and bear hunting. Almost the entire state of West Virginia is wooded, hilly and dry and is reached exclusively by the Baltimore & Ohio Railroad and its branches.





THE "LUSITANIA," LARGEST OCEAN LINER IN THE WORLD.

THE LUSITANIA.

The Greatest Passenger Ship in the World.

THE progressive newsboy, in accord with everything else in this progressive age, watches his papers, if he can read, and yells his most important headlines to accelerate his trade. If he can't read, he generally gets his tips from the circulation manager of the paper as to what to say. So on the 14th of last September, the residents of the large cities were greeted with cries of: "Loos-tan-ya arrived, gre-a-at excitement."

The "excitement" was not so great, but the interest was; but still it served its purpose for the news vender, who, since the war with Spain, had learned that the American people had a hankering for news, were it straight or yellow. Perhaps the average newsboy really knew the public to be interested in the maiden voyage of the great ocean steamship; if so, he wasn't so far off.

The "Lusitania," of the Cunard Line, the largest of ocean liners to date, had successfully made her voyage. She was an

unusual ship. Every modern detail, as far as ships go, was in her make-up. She had reduced the actual time aboard ship from Queenstown to Sandy Hook by 6 hours and 20 minutes from any previous record. She had afforded her passengers every comfort and luxury possible on the trip. Consequently she was unusual, and the unusual goes in this exciting and feverish age.

Her speed record was as follows:

From Daunt's Rock, Queenstown, to Sandy Hook lightship. Leaving Daunt's Rock 12.11 p. m., Sunday, September 8, arriving Sandy Hook lightship Friday, September 13 at 8.05 a. m.:

Monday,	556 knots.
Tuesday,	576 knots.
Wednesday,	570 knots.
Thursday,	593 knots.
Friday,	481 knots.

Passage, 5 days and 54 minutes. Average speed, 23.01 knots per hour. The

total mileage covered was 2,784 nautical miles. She was the first ship to enter the new Ambrose Channel at New York, especially built for vessels of unusual draft. There were in all aboard the *Lusitania* 2,090 passengers, of whom 486 were first class, 483 second class and 1,121 third class.

Some idea of the greatness of this "Leviathan of the deep" may be conceived from the following authentic description of her when building:

The dimensions of this mammoth convey but vaguely her size—the figures are as follows: Length, 790 ft.; breadth, 88 ft.; depth (moulded), 60 ft.; gross tonnage, 32,500 tons; displacement tonnage, 45,000 tons; load draught, 37 ft. 6 in.; height of funnels, 155 ft.; diameter of funnels, 24 ft.; height of masts, 216 ft.

Some idea of her immense bulk can be had from the statement that if the St. Paul building, New York City, with its 308 ft. of altitude, were placed on top of the Park Row building, with its 380 ft., and the "*Lusitania*" placed on end alongside she would overtop their combined height by over 100 feet.

At the time of her launching into the Clyde her hull was over 16,000 tons, a figure which exceeds all previous launching weights. Completed in engine, boiler and passenger accommodation, this weight is increased almost 100 per cent, while when ready for sea with water in her boilers, her stores aboard, and her 7,000-ton bunkers filled with coal, her weight without cargo is approximately 45,000 tons.

In the modern ship the first structural work after the keel plate is laid is the double bottom. The keel plate of the "*Lusitania*" is 5 feet wide and $3\frac{3}{4}$ inches thick and is flush outside with the bottom of the ship. Associated with this flat keel is a vertical keel 5 feet high and 1 inch thick, and to this vertebra are attached directly or indirectly the frames and beams which make up the skeleton of the leviathan.

The double bottom is divided by the vertical keel and transverse frames into compartments in which water ballast may be carried. The tops of these tanks are carried well round the turn of the bilge, so that should the bilge keels be torn away and the hull pierced the entering water would be confined within the inner and outer bottoms. This is only one precaution in the direction of procuring unsink-

ability. The lower deck is made completely water-tight. Below it are the lower orlop and orlop decks, and above are the main, upper, shelter, promenade, upper promenade and boat—nine decks in all. It is necessary, of course, that there should be means of communication between one water-tight compartment and those contiguous, and on the "*Lusitania*," as on board the "*Caronia*" and "*Carmania*," these communicating doors at or below the water line are of a special type, and can be closed automatically from the navigating bridge, and that in a few seconds. In all, the "*Lusitania*" has 175 water-tight compartments, so that it is claimed for her that she is as unsinkable as a ship can be.

The steel plates which cover the ribs or framing of the vessel or are used for the decks, bulkheads and casings or in other ways number 26,000, the largest being about 40 feet in length and weighing from four to five tons.

To secure these plates to each other and the structural framework of the ship, over 4,000,000 rivets have been used, aggregating in weight about 500 tons. The largest rivets are used in the keel plate, and these are 8 inches in length, and weigh $2\frac{3}{4}$ lbs. In fact, everything about the ship is of colossal dimensions. The main frames and beams placed end to end would extend thirty miles; the rudder, which has two sets of steering gear, one of which is below the water line, weighs 65 tons, and the diameter of the rudder stock is 26 inches. The castings for the stern, stern post, shaft bracket and rudder together weigh 280 tons.

The three anchors each weigh ten tons, while the 1,800 feet of cable is composed of 22-inch links, the iron in which is $3\frac{3}{4}$ inches in diameter and the weight of each link about $1\frac{1}{2}$ cwts. Every portion of this harness has been vigorously tested, the links and shackles emerging successfully from a test strain of 370 tons.

The "*Lusitania*" carries eighteen lifeboats under davits in addition to a large number of life rafts and has the submarine signalling apparatus.

In order to reach the great sustained speed of twenty-five knots the "*Lusitania*" is propelled by turbine engines of 70,000 indicated horse-power, driving four shafts, each of which carries one three-bladed

propeller of manganese bronze. The outermost shafts are each connected with a high-pressure turbine, the inner shafts being rotated by the low pressure turbines.

The passenger accommodation throughout is unsurpassed. First class passengers can choose between dining à la carte in a charming white and gold Empire Salon or table d'hôte in an elegant dining room faced with mahogany.

Everything has been designed to look as little like a ship as possible. The fireplaces are quite open. The windows are shaped and curtained as in a private house. The elevators are conveniently located in the center of the ship, alongside the stairways. The combined music room and lounge is extremely beautiful. Finished in satinwood, with attractively designed tables, chairs and settees, the ladies may now join their escorts for after-dinner coffee. The staterooms are as handsome as the skill of the first decorators in the world can make them. The Regal suites consist of two bedrooms, a dining room, reception room and bathroom. There are Sheraton dressing tables, brocaded settees under the windows, brass bedsteads, and the walls are adorned with delicate tapestries. Every electrical device tending to comfort will be found in these rooms and passengers can telephone to any part of the ship by simply calling up "Central."

In addition to the other many special

features there is a veranda cafe and a fine orchestra of skilled musicians.

The high standard already set for second class passengers in the "Caronia" and "Carmania" has been excelled in the "Lusitania." Their dining saloon extends the complete width of the ship and is surmounted with a handsome dome. In addition to an attractive reception room and smoking room there is also a lounge on the boat deck, a unique feature for second cabin passengers. The staterooms are situated on three decks, are large and airy, with many two-berth rooms.

Probably the greatest advance in late years has been in third class accommodation. Passengers in this class in the "Lusitania" are all berthed in rooms, served at tables by competent stewards in a big, cheerful dining room, made bright by many windows and containing a piano for their entertainment. They have large promenade space, both covered and on deck, and in addition there are smoking rooms and a sitting room for ladies.

The complement of passengers of the "Lusitania" is 550 first class, 500 second class and 1,300 third class.

[EDITOR'S NOTE—On October 11th the Lusitania completed voyage from Daunt's Rock to Sandy Hook Light in four days and twenty hours. The highest speed was twenty-five knots an hour, establishing the champion record of the world.]

SEEING WASHINGTON THROUGH A MEGAPHONE.

"This is the Government Printing Office. It is a very fine museum of prehistoric printing methods. It publishes more secrets than the State Department conceals. When an official wishes to conceal some fact absolutely from the public he has it printed in

the Government report. The amount of literature issued each year from this office would fill a freight train three miles long. The amount that is read wouldn't fill a waste-paper basket three feet high."—*George Fitch.*

CLOSE SEASONS FOR GAME IN THE UNITED STATES AND CANADA, 1907.

COMPILED BY T. S. PALMER AND HENRY OLDYS, FOR THE UNITED STATES DEPARTMENT
OF AGRICULTURE BIOLOGICAL SURVEY.

THE tables on following pages will be found of great value to the sportsmen.

The first date of the close season and the first date of the open season are given; open seasons may be found by reversing the dates.

The term rabbit includes "hare" of the Canadian laws; quail, the bird known as "partridge" in the South; grouse, includes Canada grouse, sharp-tailed grouse (known as "partridge" in the North and "pheasant" in the South), and all other members of the family except prairie chickens, ptarmigan, and sage hens; introduced pheasant is restricted to the Old World pheasants; and goose includes "brant." (Revised to August 1, 1907.)

Explanatory Notes.

1.—Certain local exceptions. 2.—Certain species. 3.—Additional open seasons, included in following list: PLOVER, RAIL: Ohio, Mar. 1-Apr. 20. SNIBE: New Jersey, Mar. 1-May 1 (Wilson snipe only); Ohio, Mar. 1-Apr. 20. WOODCOCK: New Jersey, Maryland, July 1-Aug. 1. DUCK, GOOSE, SWAN: Indiana, Oct. 1-Nov. 10; Michigan (bluebill, butterball, canvasback, pintail, redhead, spoonbill, whistler, widgeon, and sawbill ducks, goose, brant), Mar. 2-Apr. 26; Ohio, Mar. 1-Apr. 20. BIG GAME: UNORGANIZED TERRITORIES, July 15-Oct. 1. CARIBOU: Newfoundland, Aug. 1-Oct. 1. SQUIRREL: Kentucky, June 15-Sept. 15; Indiana, Aug. 1-Oct. 1. 4.—Except west of Blue Ridge, Jan. 1-Nov. 1. 5.—In 19 counties to Mar. 11, 1908. 6.—Altitudes above 7,000 feet, May 2-Sept. 15. 7.—Alexandria county, to Sept. 1, 1910; Isle of Wight and Southampton counties, Jan. 15-Sept. 1. 8.—Except south of

Canadian Pacific Railroad between Mattawa and Manitoba boundary, Nov. 16-Nov. 1. 9.—Except crested quail, to Nov. 1, 1920. 10.—Upland plover only. 11.—Except sora. 12.—Except wood duck, Louisiana, to July, 1909; Massachusetts, to Sept. 1, 1911; New Hampshire, to Mar. 7, 1912; Tennessee, Apr. 15-Aug. 1; Virginia, Jan. 1-Aug. 1. 13.—Goose only. 14.—Swan only. 15.—Except swan: Idaho, to Mar. 14, 1911; North Dakota, Oct. 15-Sept. 1; Wisconsin and Wyoming, all the year. 16.—Except with dogs or snares. 17.—Sheep only. 18.—Except goat, Jan. 1. Aug. 1. 19.—Except upland plover: Massachusetts, until July 15, 1910; New Jersey, Oct. 1-Aug. 1; Vermont, Dec. 1-Aug. 1; Manitoba, Jan. 1-July 1. 20.—Hunting prohibited in the District of Columbia except on the marshes of the Eastern Branch north of the Anacostia Bridge and on the Virginia shore of the Potomac. 21.—Except quail east of the Cascades, in 1907, Sept. 14-17. 22.—Sec. 608, ch. 169, Laws of 1905, prohibits hunting any game except waterfowl, Oct. 1-Nov. 10. 23.—Nov. 6, 8, 13, 15. 24.—Except brant: Long Island, May 1-Oct. 1; Prince Edward Island, June 10-Oct. 1. 25.—In Coos and Carroll counties only; in Grafton county, Dec. 15-Nov. 1; in Belknap, Cheshire, Hillsborough, Merrimack, Rockingham, Strafford and Sullivan counties, Dec. 15-Dec. 1. 26.—In the following 20 counties the deer season is closed to 1910 or later: Ashe, Caswell, Chatham, Cherokee, Davidson, Forsyth, Guilford, McDowell, Montgomery, Moore, Randolph, Richmond, Rockingham, Scotland, Stanley, Stokes, Surry, Watauga, Wilkes and Yadkin.

* Laws of 1907 not received.

CLOSE SEASONS FOR GAME IN UNITED STATES AND CANADA.

MAMMALS.

For figure references see explanatory notes.										BIRDS PROTECTED IN A FEW STATES ONLY.	
STATE.	DEER. ¹	ELK. ²	MOOSE. ²	CARIBOU. ²	ASTORIE. ²	SHEEP GOAT. ²	SQUIRREL. ^{2,3}	RABBIT.	INTRODUCED PHEASANT. ²		
NORTHERN.											
Maine	Dec. 16-Oct. 11.	All the year.	Dec. 1-Oct. 15	To Oct. 15, 1911			To May 1, 1911.	Apr. 1-Sept. 1.	To Apr. 28, 1912.	FRANKLIN.	
New Hampshire	Except Oct. 21-27.	All the year.	All the year.	All the year.			Dec. 1-Sept. 15	May 1-Sept. 15.	To Oct. 1, 1909.	Nebraska	
Vermont	To Jan. 1, 1908.	All the year.	All the year.	All the year.			Jan. 1-Nov. 1.	Mar. 1-Oct. 1.	Dec. 1-Nov. 1.	Washington	
Rhode Island	To Jan. 1, 1908.	All the year.	All the year.	All the year.			Jan. 1-Nov. 1.	Jan. 1-Nov. 1.	To Oct. 15, 1910.	Alaska	
Connecticut	Nov. 1-Sept. 10.	All the year.	All the year.	All the year.			Dec. 1-Sept. 10.	Local laws.	To 1910.	British Columbia	
New York	Ex. 4 days Nov.	All the year.	All the year.	All the year.			Jan. 1-Nov. 10.	Jan. 1-Nov. 10.	Jan. 15-Oct. 1.	Vukon	
New Jersey	To Nov. 10, 1909.	All the year.	All the year.	All the year.			Jan. 1-Nov. 10.	Jan. 1-Nov. 10.	Dec. 1-Sept. 15.	Saskatchewan	
Pennsylvania	Dec. 1-Nov. 13.	All the year.	All the year.	All the year.			Dec. 1-Sept. 1.	Dec. 1-Sept. 15.	Dec. 1-Sept. 15.	Quebec	
Delaware	Local laws.	All the year.	All the year.	All the year.			Jan. 1-Nov. 13.	Jan. 1-Nov. 13.	Dec. 1-Sept. 15.	Nova Scotia	
Dist. Columbia	Jan. 1-Sept. 1.	All the year.	All the year.	All the year.			Dec. 1-Sept. 1.	Feb. 1-Nov. 1.	Jan. 12-Oct. 1.	Newfoundland	
Virginia	Jan. 1-Sept. 1.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.	SAGE HENS.	
West Virginia	Dec. 16-Oct. 15.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
Mar. 1-Sept. 1.							Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
District of Columbia	Mar. 1-Sept. 1.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
Michigan	Dec. 1-Nov. 10.	To June 16, 1912	To June 16, 1912	To June 16, 1912			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
Indiana	All the year.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
Illinois	Dec. 1-Nov. 10.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
Minnesota	Dec. 1-Nov. 10.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
Iowa	Dec. 1-Nov. 10.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
Nebraska	Nov. 10-Aug. 15.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
South Dakota	Dec. 1-Nov. 10.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
North Dakota	Dec. 15-Sept. 15.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
Wyoming	Oct. 21-Oct. 1.	To Nov. 1, 1911.	To Nov. 1, 1911.	To Nov. 1, 1911.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
Colorado							Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
SOUTHERN.											
North Carolina	Feb. 1-Oct. 1. ^{1,4}	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.	New Jersey	
South Carolina	Jan. 1-Sept. 1.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.	Delaware	
Georgia	Jan. 1-Sept. 1.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.	Maryland	
Alabama	Jan. 1-Nov. 1.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.	Dist. Columbia	
Mississippi	Mar. 1-Nov. 15.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
Tennessee	To Oct. 1, 1911.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
Louisiana	Local laws.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
Texas	Jan. 1-Nov. 1.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
Oklahoma	All the year.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
New Mexico	Dec. 1-Sept. 15.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
Arizona	Dec. 1-Sept. 15.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
PACIFIC.											
California ¹	Oct. 1-July 15.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.	New Jersey	
Nevada ¹	Nov. 1-Oct. 15.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.	Pennsylvania	
Idaho	Dec. 31-Sept. 15.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.	South Dakota	
Washington	Dec. 31-Sept. 15.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.	Nebraska	
Oregon	Nov. 1-Aug. 1.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.	Wyoming	
Alaska	Feb. 1-July 1.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
Hawaii							Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
CANADA.											
British Columbia	Dec. 15-Sept. 1.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.	New Jersey	
Vukon	Jan. 1-Oct. 1.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.	Pennsylvania	
Alberta	Dec. 15-Sept. 1.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.	South Dakota	
Saskatchewan	Dec. 15-Sept. 1.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.	Nebraska	
Manitoba	Apr. 1-Oct. 1.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.	Wyoming	
Ontario	Dec. 15-Sept. 1.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.	Quebec	
Quebec	Nov. 16-Oct. 10.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.	Nova Scotia	
New Brunswick ¹	Dec. 1-Sept. 15.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.	Newfoundland	
Newfoundland	To Oct. 1, 1910.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
CRANE.											
Nebraska	Apr. 16-Sept. 1.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
South Dakota	May 1-Sept. 1.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
Nebraska	All the year.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
Nebraska	Mar. 1-Sept. 15.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
Nebraska	Jan. 1-Aug. 1.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		
Saskatchewan	June 1-Sept. 1.	All the year.	All the year.	All the year.			Jan. 1-Sept. 15.	Jan. 1-Sept. 15.	Jan. 12-Oct. 1.		

APROPOS OF THE HUNTING SEASON.

The Following Comments and Suggestions from October "Recreation" are Timely:

AS TO "SHOOTING THE LIMIT."

WHEN the first flight of the wildfowl is well started, we may expect to hear that "the ducks aren't coming down on their old fly-ways this year."

Wise old duck-hunters will wag their heads and say it is because of the draining off of the lowlands of the Middle West and the greatly increased acreage of irrigated lands beyond the Rockies. This and the fact that a duck which is shot in the spring cannot fly down from the North in the fall with a family of young, should account for a considerable falling off of the flight on feeding grounds, which might otherwise be counted on to be well patronized by the fowl.

Spring shooting and changes in the geographical conditions, however, cannot be more responsible for the scarcity of wildfowl on long famous inland shooting grounds than the practice of "shooting the limit," indulged in by so many hunters when the opportunity affords. Particularly on club preserves, where the fowl are systematically baited with scattered grain, hunters still persist in killing all the game the law allows them to, regardless of the future of the sport. Rare indeed is the club where the man who "kills the limit" is not the hero of the hour, when instead he should be rebuked. In a spread-eagle advertisement of a certain shooting preserve in the noble state of Illinois, where wildfowl hunters have long had the cream of the country's duck-shooting, we read that, "Bags of 100, 200 and even 300 mallards and over have been killed on the marsh from one blind in less than a day; 393 mallards have been killed by 3 guns from 2 blinds within 4 hours; 50 mallards to 1 gun in 45 minutes; 35, last year's limit to 1 gun, in 29 minutes; 105 mallards, the limit for 3 guns, in 75 minutes. Bags of 194 pintail, 86 canvasback, 37 Canada geese, 80 greenwing teal, 132 blue-bill and 258 blackjack have also been made from 1 blind in less than a day."

This is the true reason why the sport of duck-shooting threatens to become a thing of the past. The only thing that makes it possible for these excessive bags to be made is the fact that this marsh is baited with scattered grain, like many another marsh,

North and South. When men will sit in a blind and cause it to rain ducks at the rate of more than one duck per minute until they have killed the number allowed them by the law of the state, knowing that in so doing they are killing more game than they have any use for and that they are only hastening the day when there will be no ducks to shoot at, there must be something radically wrong with their morals. And there is. The practice can be stopped by club rules, but unfortunately no club is less greedy and ruthless than its members.

Shooting the limit in the shortest possible time, when combined with baiting the marshes, is the most unsportsmanlike practice any shooting club can be guilty of permitting. And yet there are those that encourage it—even advertise it! The members of many duck-shooting clubs of this class, which are in the majority, do not seem to realize or to care that a continuation of this sort of thing will result in a swift end of the sport.

CANVASBACK OR REDHEAD?

With the coming of the cold-weather ducks, or the divers, each season, there arises at one place or another on inland shooting grounds the question of whether some lucky hunter has brought in canvasbacks or redheads. On the Atlantic coast, from Chesapeake Bay to the Florida keys, or on the large lakes of the Middle West, where these fowl are better known, most duck-hunters know the difference between the species, and some guides and veteran hunters can tell if a flock is redheads or canvasbacks long before they come within range.

Because of the fact that these most excellent fowl are quite similar in size and habits, and because the drakes of both species have red heads and the redhead drakes have gray backs, the hunter who shoots a redhead for the first time may think he has brought down a canvasback. The latter, however, is easily distinguished from the former when the fowl are laid side by side. The canvasback drake is larger, his head is smaller in proportion to his body, with not half as much "forehead". In

both male and female canvasback the bill is black, the eyes red, while a redhead's bill is bluish or slate, and the eyes are yellow.

SOME GROUSE-SHOOTING OBSERVATIONS.

The way to become a good shot on ruffed grouse, if it is "in" you, is to hunt ruffed grouse. And if you hunt them long enough you will learn to stand firm when the bird breaks cover, instead of jumping out of your boots at the sudden roar of wings, and will discover that it pays to shoot every time a grouse gets up, even if you *know* the bird is out of range. "He who hesitates is lost," in ruffed grouse shooting. Grouse-shooting forces you into snap-shooting, whether you like it or not. And to hold steady and get the sights on the fast disappearing bird or to make the proper allowance and swing the gun just fast enough, without stopping it the instant the trigger is pressed, are problems that cannot be mastered in a day. It takes persistent work; but the man who gives up grouse-shooting, after a few days of it, as being too difficult a proposition, gives up his chance of becoming a wing-shot worth the name, which accomplishment would open the way to many days in the hills with the best game bird that flies in America.

DON'TS FOR THE WOODS.

There are don'ts in everything, but it is better to have them by heart than to undergo the humiliation of having a guide or friends din them in your ears continually while you are in the woods. A few which should be kept in mind by the fisherman during his stay in the woods follow:

Don't build a camp fire until all the dry leaves and inflammable materials have been raked away to a safe distance.

Don't go away and leave your camp fire burning. Extinguish it completely before you move on.

Don't leave a smudge burning while you are absent.

Don't throw down a lighted match or stub of a cigar. When you light your cigar or pipe extinguish the match before throwing it on the ground.

Don't set fire to a birch tree for the fun of the thing.

Don't burn a bee tree or use fire to smoke out game until every possible precaution is taken to prevent the flames from spreading.

Don't go away and leave the tree on fire.

Don't carry firearms during fishing season.

Don't carry fishing tackle during hunting season.

SHOOTING ACCIDENTS.

It is worthy of note that in states which prohibit the killing of does or of deer with horns less than three inches long, instances of the accidental shooting, by hunters, of human beings have been comparatively rare. On the other hand, in Michigan and Wisconsin, where hunters may kill deer of either sex, with horns or without, more than the usual number of shooting accidents occurred last season. This should be proof enough that hunters who are required by law to pause long enough to make sure that an object moving in the undergrowth is a deer with horns of sufficient length to come within the law actually can tell the difference between a skulking whitetail and a fellow hunter when they have to. It is only a matter of seeing what the rifle is aimed at before the trigger is pulled, yet it is the hunters' fear of being fined for violating the deer law, rather than a decent regard for human life, that makes it more safe for a man to go into the Vermont woods in the deer season than to risk his life in the vicinity of a deer hunters' camp in Michigan. "See what you shoot at," ought to be an iron-bound rule with all hunters in wooded regions where there is even only a remote chance of meeting a man in the woods. Surely the life of a human being should be as well guarded as the doe or fawn that is protected by a fifty-dollar fine.





"WHEN THE FODDER'S IN THE SHOCK "



From "Field and Stream." Permission of Author.

I HAD heard of an old mountaineer in Virginia who was a great wild turkey hunter, and knowing that the man from whom I obtained my information was reliable, I set out last Autumn to visit those Virginia mountains and have a genuine wild-turkey hunt.

When I started on my journey, I must confess that I had grave doubts of even getting a glimpse of a turkey, but now I have learned that this grand old bird, which seems to be gradually yielding to the encroachments of civilization, is still plentiful enough in those mountains to afford good shooting for the patient and energetic sportsman who does not weary of climbing over mountain ranges all day and whose physical condition and love of nature will permit him to sit still for an hour or two at a time in the woods waiting for a flock of turkeys to cross a favorite trail, while the cold November winds are blowing a gale across the mountain tops.

It was the eighth of November when I left the city and after nearly a day's ride on the train reached the station from where I was to make my start. Here I was met by the mountaineer with a large covered wagon and two stout horses used to rough travel, and we started on our long journey over the mountains to his home. As I looked upon this wild and rugged country, far removed from the marks of civilization, my doubts about seeing turkeys slowly vanished, for the heavy timber and thickly wooded ravines, overgrown with wild grape vines, appeared to be an ideal hiding place for them. Therefore, by the time we had eaten supper in front of a big, blazing, open fire, and I had heard some of my friend's turkey-hunting adventures, I was fully convinced that there must be game in the vicinity. After arranging for an early

start in the morning, I "turned in" with high hopes and great anticipation of the sport on the morrow.

My first day out was extremely cold and windy, and every now and then the clouds would pile up in the northwest and send down flurries of snow that made the hard, frozen ground even more difficult to walk on; and I tell you when your shoes become slippery from walking on the leaves in the woods, and then you strike bare places that have to be climbed on the mountain side, it is as tiresome as walking on ice.

The wind blew so hard on this particular morning that you could scarcely hear any other sound but that made by the rustling of the dead leaves which still clung to the young oak trees, and it was necessary for us (the old mountaineer with whom I was stopping was with me) to keep within a few yards of each other in order that we might not become separated, and perhaps lost. At one time I was within five feet of a gray squirrel that was busily engaged in scratching at an old stump, and stood watching him for several minutes before his natural instinct caused him to raise his head and look about him for danger. When he saw me he scampered away.

While this was a new experience for me, my mountain friend was an old turkey hunter, and his quick sense of hearing, keen sight and stealthy gliding tread, caused him to remind me more of the hero of Cooper's Leather Stocking stories than anyone with whom I had ever hunted. Then, too, he scorned the modern breech-loader, and in its stead he carried a long, single-barreled, muzzle-loading fowling piece, having a small narrow stock inlaid with brass, with a little brass box set in it for the supply of percussion caps. But armed as he was, he could go out on his

mountains and kill as much game and get as much real enjoyment from his hunt as we can with our modern hammerless weapons.

The way we chose to hunt on this occasion was that of traveling along the crest of a range, which is about ten or twelve yards wide on top, one of us walking so as to command a view down one slope, the other keeping close to the opposite edge, so as to see down the other slope. Thus we walked along, ever on the alert for something moving on the mountain side below us. Ordinarily a windy day is not a good one on which to find turkeys unless you know where to look for them. In calm weather you can usually hear them scratching long before you would catch a glimpse of them through the thick foliage, and locating them in this way often saves many a mile of walking. There is a great deal of mountain laurel and small, stunted pines and hemlocks mixed in with the other undergrowth, but usually the turkeys prefer the open woods, except when they are hiding. They feed there on chestnuts, certain kinds of acorns and wild grapes; but they are very fond of buckwheat, and make frequent visits to the isolated buckwheat and corn fields that are in the mountain clearings. The old maxim of the "ill wind" is true in turkey hunting, for if you see the turkey before he sees or hears you, he's as good as yours, as the mountaineer puts it; but let him see or hear you first, and all day he is on the alert, and is off at the slightest sound or movement.

We had gone along the ridge for probably a mile, and had only seen some old "scratchings"—small, bare places, where the turkeys had scratched the leaves away in search of food. But even this was encouraging, especially to me, as I had never been as close as this to the haunts of the wild turkey before. I was enjoying the sensation thoroughly. The country was entirely new to me, and it isn't simply the killing of the game that the sportsman enjoys, as most of us know who have walked alone in the woods or fields. Just a short time before I had observed a large fox squirrel, the first one I had ever seen alive, go scrambling ahead of me over a rocky ledge, and, as I stopped to listen at the edge of a ravine, I was startled by a strange bird-note sounding something like a flicker or golden woodpecker, but much louder, and in a few minutes a large pileated woodpecker or log cock, as he is

called in the mountains, one of the giants of our woodpecker family, alighted on a dead pine stub close by and gave me my first view of this bird, rare outside of the taxidermist's shop.

Stopping long enough to observe these things had left me far behind my companion, but I hurried forward and caught him just at the edge of the woods overlooking a little clearing in which there was a small flock of sheep that had not yet been driven down the mountain to winter quarters. This clearing was really a deserted sugar camp, and on the far side still stood an old log hut surrounded by numerous large sugar maple trees, among which ran a small stream coming from an old spring, from which the sugar gatherers had taken their water supply. We moved cautiously out to the edge of the woods, for we thought this was a very likely place for game, and while I was still looking at the scene before me and wondering how long ago the camp had been occupied, I saw my companion drop to the ground so suddenly that I knew something was up. Without asking any questions I followed his example.

"Turkeys," he whispered, and sure enough, after taking off my hat and raising my head high enough to see into the woods just beyond the maple grove, I could see about a dozen big turkeys scattered around scratching in the leaves. They hadn't seen us. We lay there for fully five minutes. We hardly knew how to get out of our position, as the turkeys were feeding up a little slope and could easily see us, even if we raised ourselves high enough to crawl back into the woods. Whether the wind was too strong for them on the slope, or they wanted something better for dinner than acorns, I do not know, but at any rate something made them turn about after going up the mountain a short distance and come back into the ravine. This was our opportunity to get under cover, so with heads ducked we glided quietly into the woods in the direction of some large grape vines which we knew were about half a mile down the edge of the wood and toward which we thought the turkeys would travel.

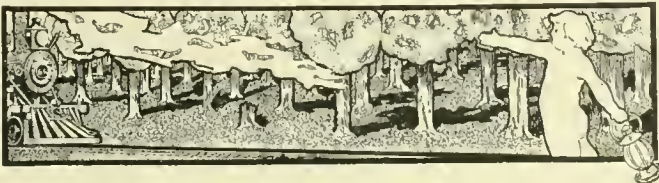
We were unable to go far, however, as the cover was thin, and it would have been necessary to cross the head of the ravine, which would throw us in plain view of the birds if they were still down where we

supposed them to be. Some logs lay near the edge of the ravine, and we each crawled behind one and decided to await developments.

The man who has seen his first deer coming towards him and expected every moment to get a shot, knows exactly how I felt, crouching here behind this log, not daring to move for fear of cracking some tell-tale twig, listening breathlessly between the gusts of wind to my heart pounding away like the muffled drumming of a ruffed grouse, and hoping every minute to see a turkey's head come up over the rise. We had been in this position for fully twenty minutes and were getting a little of that nervous impatience that comes over one when the expected does not happen. Suddenly the heads of two turkeys came into view just out of range and making almost directly for the place where we were when we first sighted the flock. Presently others came up, and we counted about a dozen spread out across a space of twenty or thirty yards, strutting about and scratching, but ever on the alert. Our eyes were riveted on the two birds nearest us, an old gobbler and a young hen, that were separated from the others. To get back to the main flock we knew they would have to pass us within easy range, and I can tell you it was a strain trying to keep out of sight of the others and at the same time keep our eyes on these two. Fortunately, this did not last long, for the two stragglers began to move back nearer the flock, and in a few moments the chance for which I had been waiting in such breathless suspense came. We had agreed that each would take the bird closest to him, so there would be no danger of both shooting at the same one.

A movement on the part of my companion was a signal that the time had come, and the reports of our guns sounded almost together. Our pent-up excitement burst forth in a yell, the echo of which rang through the mountains like a battle cry. The next instant two struggling turkeys were beating the ground and tearing up things generally, and the big gobbler, when he saw us coming, started down the mountain full tilt, in spite of a broken leg and two "B-B" shot through his head and neck. The chase was a short one, however, and we were soon congratulating ourselves over the two turkeys dead at our feet.

We hung the two birds on a small tree and followed the direction that the larger portion of the flock had taken in hopes that they would begin to "call" soon. My companion, while a good caller, thinks it is always wise to wait for the turkeys to call first, so we waited for a long time and finally one did begin to call. But the wind blew so hard that we could not locate him, nor did he seem to be able to find us, so we lost him. Upon investigation we found that there was an old corn field just behind us in the clearing. When we first sighted the turkeys we were between them and this field, and they were evidently bound there. It was now getting well on into the afternoon, so we went back after our birds and started on the homeward journey down the mountains, more than content with the day's success. It was no easy work carrying that gobbler, and we had to take turns, but to me it was a precious burden, and as we sat around the open fire that night watching the big logs burn I could only think of what real enjoyment I had obtained from my first wild-turkey hunt.





OCTOBER.

THE AUTO SCORCHER.

W. J. LAMPTON, IN THE NEW YORK "WORLD."

The shades of night were falling fast
As through a Jersey village passed
A youth whose flying auto bore
This banner, as along he tore:
Faster!

His brow was hid beneath his cap,
His goggles fastened with a snap,
He looked like Hades on a hike
As he came yelling down the pike:
Faster!

He saw the flash of lamps alight
Strung into one continuous sight;
He heard at times the warning call;
His answer was to one and all:
Faster!

"Look out for curves!" the old man said,
"And 'ware the dangerous water shed,
Likewise the places where you'll slide!"
And loud that H. P. voice replied:
Faster!

"Oh, stay," the maiden cried, "and rest
Thy weary head upon this breast!"
A tear stood in his goggled eye,
But still he answered with a sigh:
Faster!

"Beware the yet unmended hole,
The telegraph and trolley pole!"
This was the farmer's last good-night;
A voice replied, clear out of sight:
Faster!

At ten o'clock, as heavenward
The Morristown and ville-Bernard
Inhabitants sent in their prayer,
A yell disturbed the bedtime air:
Faster!

A scorcher lying on the ground,
Half-buried 'neath the wreck, was found,
And torn to stringlets, thin and fine,
His banner with the quick design:
Faster!

There in the morning, cold and gray,
Knocked all to smithereens, he lay;
And from the sky, serene and far,
A voice fell like the fallen star:
The Damphool!!!



THE HIGHEST POINT OF VANTAGE

A "steeple-jack" painting the flag pole on the new Baltimore & Ohio R. R. building, Baltimore. The portion of the city shown is entirely new.



Stub Ends of Thought

By ARTHUR G. LEWIS.



It is always unwise, and frequently unjust, to remind others of what they are not.

WHEN the passion is stronger than self-control, weakness leads strength to its destruction.

THE abandon and indiscretion of individualism often creates havoc with collective interests.

YOU can be strong in your convictions without being arrogant in your expression of them.

It is our natural weakness that leads us into sin; and only our moral strength that helps us out again.

CHEERFULNESS and self-reliance are the only lights that misfortune cannot blow out.

THE anticipation of all labor is rest; and we seldom fail to both realize and appreciate it.

No man can labor in the light of day without in some way yielding benefit to those who observe him.

GOD is always near to stamp the seal of satisfaction on everything right just as soon as it is done.

THE power to create economy is an expensive instrument in the hands of those incompetent to measure it with the returns of expenditure.

SOME of us will never believe that there is a pitfall anywhere until we have fallen into it.

SILENCE is the most becoming veil that ignorance can wear.

WE may all be made from the same clay, but what a great difference there is in the finished product.

It is more often pity, than fear or respect, that enables us to preserve silence when in the presence of expressed ignorance.

THOSE who see their castles fall, at least have known the joy of building them.

It is always morning somewhere, and the best that we can do, is to keep the compass of our hope and ambition turned toward the East.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE JUNE 2, 1907.										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 508 DAILY	No. 518 DAILY	No. 514 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
Lv. WASHINGTON	7.00	9.00	9.00	11.00	1.00	3.00	6.00	8.00	11.30	2.52
Lv. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.60	1.55	3.48	6.00	9.00	12.35	3.46
Lv. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.06	9.05	12.44	3.51
Ar. PHILADELPHIA	10.16	11.52	12.11	2.02	4.05	6.50	8.19	11.45	3.06	5.00
Ar. NEW YORK, LIBERTY STREET	12.36	2.00	2.30	4.16	6.30	8.00	10.40	3.20	5.40	8.32
Ar. NEW YORK, 230 STREET	12.46	2.10	2.40	4.26	6.45	8.10	10.50	6.33	5.33	8.43
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE JUNE 2, 1907.										
WESTWARD										
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY	
	PM	AM	AM	AM	AM	PM	PM	PM	PM	
Lv. NEW YORK, 230 STREET	11.50		7.60	9.50	11.50	1.50	3.50	5.50	5.50	
Lv. NEW YORK, LIBERTY STREET	1.30		8.00	10.00	12.00	2.00	4.00	6.00	7.00	
Lv. PHILADELPHIA	4.15	8.16	10.17	12.30	2.17	4.15	6.12	8.35	9.21	
Ar. BALTIMORE, MT. ROYAL STATION	6.45	10.50	12.13	2.43	4.16	6.09	8.09	10.50	11.23	
Ar. BALTIMORE, CAMDEN STATION	6.50	10.55	12.17	2.47	4.20	6.13	8.13	10.56	11.27	
Ar. WASHINGTON	7.60	11.45	1.12	3.50	5.20	7.00	9.00	12.00	12.22	
	AM	AM	PM	PM	PM	PM	PM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE JUNE 2, 1907										
WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY		
									NOTE.	
Lv. NEW YORK, 230 STREET	9.60 AM	11.60 AM	N 3.60 PM	6.50 PM	7.50 AM	11.60 PM	8.60 PM			
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM			
Lv. PHILADELPHIA	12.30 PM	2.17 PM	5.12 PM	8.35 PM	10.17 AM	4.15 AM	9.21 PM			
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.16 PM	8.09 PM	10.60 PM	12.13 PM	7.45 AM	11.23 PM			
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.22 PM	8.00 AM	11.32 PM			
Lv. WASHINGTON	4.05 PM	5.30 PM	9.10 PM	12.40 AM	1.22 PM	9.10 AM	12.30 AM			
Ar. DEER PARK HOTEL	10.12 PM	11.39 PM		5.59 AM	7.13 PM	3.19 PM				
Ar. PITTSBURG			6.45 AM		9.42 PM	6.20 PM	8.50 AM	Lv 5.35 PM		
Ar. CLEVELAND			12.00 NN							
Ar. WHEELING (EASTERN TIME)		5.35 AM				9.00 PM		Lv 6.30 PM		
Ar. COLUMBUS (CENTRAL TIME)		8.45 AM						10.15 PM		
Ar. CHICAGO		5.15 PM			9.45 AM	8.30 AM		8.30 AM		
Ar. CINCINNATI	8.05 AM			5.35 PM		1.45 AM				
Ar. INDIANAPOLIS	11.45 AM			10.35 PM		6.35 PM				
Ar. LOUISVILLE	11.60 AM			9.30 PM		7.10 AM				
Ar. ST. LOUIS	6.27 PM			7.28 AM		1.40 PM				
Ar. CHATTANOOGA	6.15 PM			5.30 AM						
Ar. MEMPHIS				8.15 AM						
Ar. NEW ORLEANS	8.45 AM			8.10 PM						

Through Pullman Sleepers to all points. † Except Sunday. N—Connection east of Philadelphia is made with No. 509, "Royal Limited." Note.—Direct connection at Cumberland with Train No. 55 from points east.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE JUNE 2, 1907.										
EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY			
Lv. CHICAGO			5.00 PM	10.40 AM			8.30 PM			
Lv. COLUMBUS				7.00 PM						
Lv. WHEELING (EASTERN TIME)		5.00 PM		12.25 AM						
Lv. CLEVELAND			8.30 PM		2.50 PM					
Lv. PITTSBURG			8.00 AM		9.30 PM					
Lv. ST. LOUIS	9.00 AM	1.46 AM				* 6.00 PM	1.15 PM			
Lv. LOUISVILLE	2.10 PM	8.10 AM				9.28 PM				
Lv. INDIANAPOLIS	3.00 PM	* 8.06 AM				† 2.50 AM				
Lv. CINCINNATI	* 5.35 PM	12.10 PM				8.00 AM				
Lv. NEW ORLEANS		9.10 AM				8.16 PM				
Lv. MEMPHIS		8.40 PM				1.00 PM				
Lv. CHATTANOOGA	5.20 AM	10.30 PM								
Lv. DEER PARK HOTEL	6.44 AM	12.38 AM	† 10.16 AM	8.19 AM		8.40 PM				
Ar. WASHINGTON	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.41 AM	2.37 AM	10.26 PM			
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.60 AM	3.42 AM	11.30 PM			
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	5.06 PM	1.59 PM	8.00 AM	3.51 AM	12.44 PM			
Ar. PHILADELPHIA	4.05 PM	10.16 AM	8.19 PM	4.05 PM	10.16 AM	6.00 AM	3.06 AM			
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.36 PM	10.40 PM	6.30 PM	12.36 PM	8.32 AM	6.40 AM			
Ar. NEW YORK, 230 STREET	6.46 PM	12.46 PM	10.50 PM	6.46 PM	12.46 PM	8.43 AM	6.33 AM			

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Drawing Room Sleeping Car New York to Chicago. Dining Car, a la carte, New York to Philadelphia.

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Parlor Car New York to Philadelphia. Drawing Room Buffet Sleeping Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Louisville. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Washington to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Parlor Cafe Car Wheeling to Newark. Drawing Room Sleeping Car Cleveland to Chicago. Buffet Parlor Car Baltimore to Pittsburg.

No. 55. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville and Philadelphia to New York. Dining Cars serve all meals.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Parlor Cafe Car Newark to Wheeling. Parlor Car Wheeling to Cumberland. Buffet Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONDLER, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Baltimore Streets (New B. & O. Building), G. D. CRAWFORD, City Ticket Agent; G. W. SQUIGGINS, City Passenger Agent; B. F. BOND, Special Agent; G. W. PAINT, Passenger Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, A. G. CHONWELL, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 360 Washington Street, J. B. SCOTT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent; E. E. BAEKEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON, Ticket Agent.
BUTLER, PA., Wm. TURNER, Ticket Agent.
CANTON, OHIO, C. O. McDONALD, Ticket Agent.
CHESTER, PA., J. B. WINTERS, Ticket Agent.
CHICAGO, 244 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. MCKEWIN, City Ticket Agent; W. A. PRESTON, Traveling Passenger Agent. General Passenger Office, No. 718 Merchants' Loan & Trust Building, C. D. RICE, Passenger Agent. Grand Central Passenger Station, Corner Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, J. H. LAHRABEE, Traveling Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 490 Walnut Street (Traction Bldg.), C. H. WISEMAN, District Passenger Agent; G. A. MANN, City Ticket Agent; H. C. STEVENSON, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANEHARDT, Agente General, B. & O. S.-W., Prolongacion Del 5 De Mayo 11.
CLEVELAND, OHIO, 341 Euclid Avenue, Arcade Building, M. G. CARREL, Division Passenger Agent; GEO. A. ORR, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, 13 South High Street, W. W. TAMAGE, Ticket Agent. Union Depot, E. PAGELS, Ticket Agent.
CONNELLVILLE, PA., C. W. ALLEN, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., 402 Scott Street, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUCK, Traveling Passenger Agent, B. & O. S.-W., Room No. 4 Union Station.
HARPER'S FERRY, W. VA., G. R. MARQUETTE, Ticket Agent.
KANSAS CITY, MO., Box 264, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LOS ANGELES, CAL., Room 456 Grosse Building, PETER HARVEY, Pacific Coast Agent.
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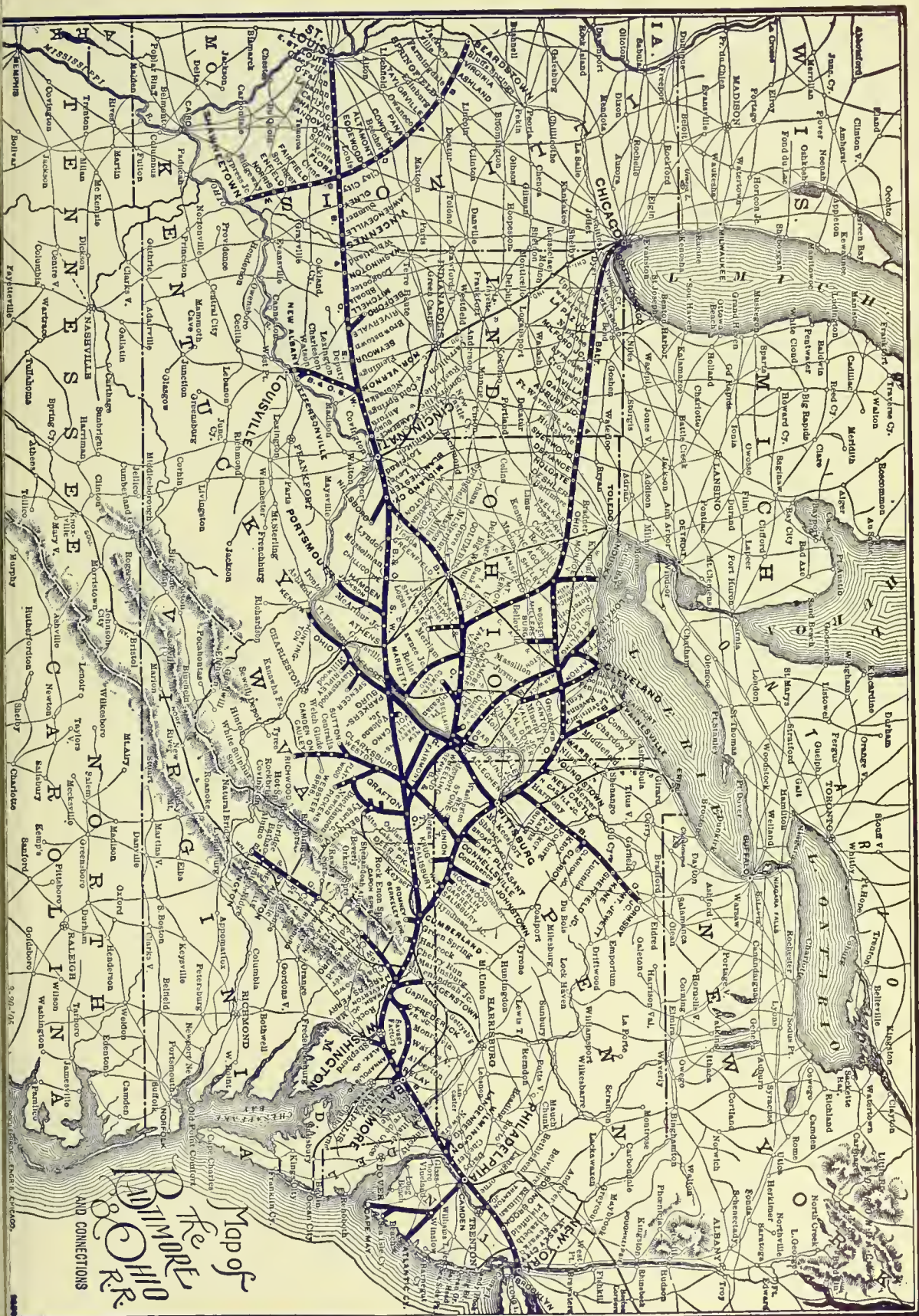
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"Every Odd Hour"

Washington to New York

"Every Even Hour"

New York to Washington



Baltimore



Ohio

R.R.

EAST AND WEST



CALENDAR - 1907



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
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29	30						28	29	30	31				25	26	27	28	29	30								


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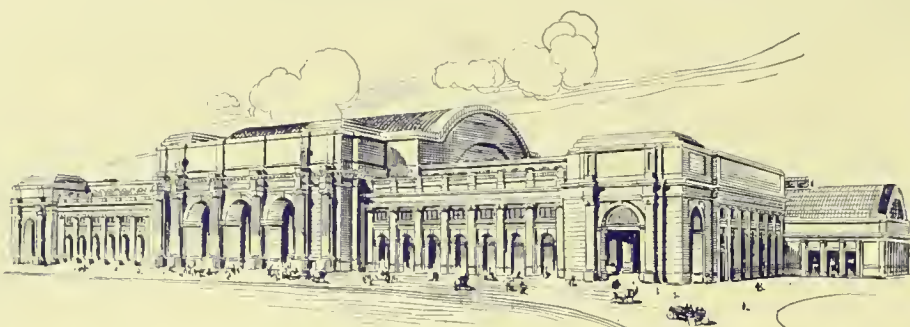
BOOK OF THE

ROYAL BLUE



NEW UNION STATION, WASHINGTON, D.C.
OPENED BY BALTIMORE & OHIO R.R.
OCTOBER 21, 1907.

ALL TRAINS VIA WASHINGTON
BALTIMORE & OHIO R.R.
WITH STOP-OVER PRIVILEGE



NEW UNION STATION, WASHINGTON, D. C.

Baltimore & Ohio

All through trains
run via

WASHINGTON

From

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PHILADELPHIA
BALTIMORE
PITTSBURG
WHEELING
CLEVELAND
COLUMBUS
CINCINNATI
LOUISVILLE
ST. LOUIS
CHICAGO

Entering the

New Union Station
WASHINGTON

Commencing November 17

**DIRECT CONNECTIONS WILL BE MADE WITH
ALL LINES TO THE SOUTH**

Without Transfer Across City

BOOK OF THE ROYAL BLUE.

NOVEMBER, 1907.

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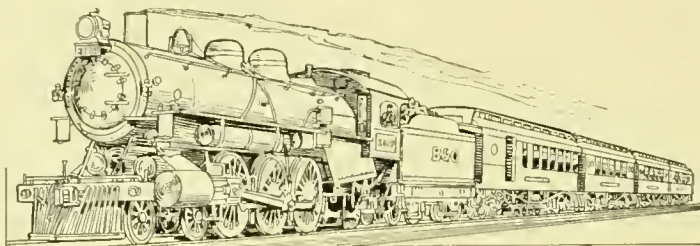
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☐ It is all Pullman, but no extra fare is charged. The cale-smoking, parlor and observation cars are superb, and an excellent table d’hôte dinner is served.

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S C H E D U L E S

NORTHBOUND.

Lv. Washington	3.00 pm
New Jersey Ave. and C St.	
Ar. Baltimore	3.44 pm
Camden Station.	
Lv. Baltimore	3.48 pm
Camden Station.	
Lv. Baltimore	3.52 pm
Mt. Royal Station.	
Ar. Wilmington	5.17 pm
Ar. Philadelphia	5.50 pm
24th and Chestnut.	
Ar. New York	8.00 pm
Liberty Street.	
Ar. New York	8.10 pm
23d Street.	

SOUTHBOUND.

Lv. New York	3.50 pm
23d Street.	
Lv. New York	4.00 pm
Liberty Street.	
Lv. Philadelphia	6.12 pm
24th and Chestnut.	
Lv. Wilmington	6.44 pm
Ar. Baltimore	8.09 pm
Mt. Royal Station.	
Ar. Baltimore	8.13 pm
Camden Station.	
Lv. Baltimore	8.16 pm
Camden Station.	
Ar. Washington	9.00 pm
New Jersey Ave. and C St.	



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NEW UNION STATION,
opened October 27, 1907.

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UNION STATION.

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SOUTH WATER STREET, one block from Superior Street.

Louisville

FOOT OF SEVENTH STREET.



NEW UNION STATION, WASHINGTON, D. C.
OPENED BY BALTIMORE & OHIO R. R.
OCTOBER 27, 1907.

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR.

VOL. XI.

BALTIMORE, NOVEMBER, 1907.

No. 2.



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THE OPENING OF THE NEW UNION STATION, WASHINGTON, D. C.

The Baltimore & Ohio the first to enter, on October 27, 1907.

THE opening of the New Union Station at Washington on Sunday morning, October 27, was a matter of national interest. The great white granite structure, whose classic columns and arches accord with the dignity of a great nation, becomes the vestibule through whose portals all must pass who enter the capital city. The high and low, the rich and poor, the President or the citizen, ambassador or diplomat, senator or congressman, friend or foe, alike will tread its marble floors.

And who can read the horoscope of the future to foretell the comedies or tragedies that may be recorded in the annals of its history?

From a viewpoint of sentiment, it is fitting that the Baltimore & Ohio—the nation's first railway, and the first to enter Washington, should be the first to open the doors of the new terminal; and, by a coincidence, the first train out of the new terminal was headed to Baltimore from whence the first train to Washington came seventy-two years ago.

The passing of the old "B. & O." station at New Jersey Avenue and C Street at the same time, also marks an incident in the history of Washington. The kaleidoscope of time could reveal many scenes of anxious war times, when the incessant tramp,

tramp, tramp of feet and rattle of musketry echoed through its walls day and night through four long years of strife.

"Le roi est mort! Vive le roi!"

Although the great granite building with its huge concourse and track system are completed, there is much to be done in finishing the interior. The approaches in both directions have been completed and the tunnels are ready for use. The mammoth roof of olive green in rectangles of composition terra cotta harmonizes well with the granite of the exterior and gives a most pleasing architectural effect. Some idea of the immensity of the station may be obtained from the fact that it is less in size than the Capitol building in one dimension only—that of height. In length and breadth it exceeds the Capitol. From east to west the station proper is 760 feet as against the Capitol's length of 746 feet, 6½ inches. The breadth of the station from north to south is 343 feet 9 inches, against the Capitol's 270 feet 10 inches.

The great plaza facing the station when finished will be 940 feet wide with 540 feet from the main entrance to the farthest edge to the plaza circle in Delaware Avenue.

From the entrance to the plaza and the nearest end of the train shed is 833 feet, and the train platform extends 1,200 feet beyond this. From the entrance to the

plaza to the farthest end of the train shed therefore is 2,033 feet, or nearly half a mile.

Some idea of the size of the concourse may be obtained from the fact that the entire army of the United States can be congregated therein; it is in fact the largest room under a single roof in the world, containing 97,500 square feet of floor space. Leading directly from it are the thirty-three passenger tracks which may be used in case of congestion, such as inauguration crowds,

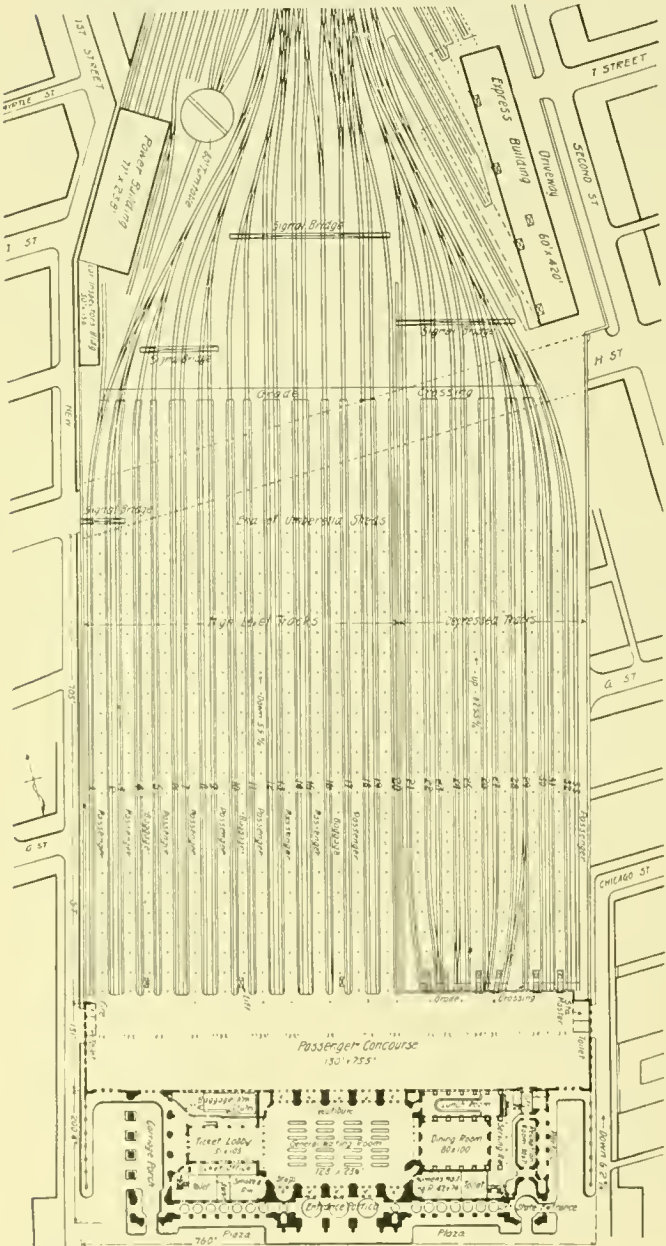
to accommodate a total of sixty-six trains.

The general waiting room is 236 feet long by 128 feet wide, and when finished will be the finest and most commodious in the country. The center of its roof is 120 feet from the floor and is beautifully decorated with sunken panels or coffers. The light is supplied through a circular window at each end 75 feet in diameter. The main dining room, 80 by 100 feet, will be beautiful with its marble columns and mural decorations, and can accommodate 1,000 people at one time. Attached to it is a commodious lunch room.

The ticket lobby, not yet completed, is 105 feet long by 51 feet wide, with ticket offices on one side and the baggage room on the other.

The portion of the station now in actual use is that which will eventually be devoted to the reception room of the President and distinguished visitors to Washington; the entrance to which will be through what will be known as the State Entrance, reserved exclusively for the President and those prominent in national affairs, and representatives of foreign governments.

Although the station is not completed and it will be several months before it can be enjoyed as an entirety, the railways entering Washington will be compelled to use it, to make way for other contemplated improvements. The Baltimore & Ohio was compelled to abandon its station at New Jersey Avenue and C Street at once to make way for the great plaza. In like manner must the other Washington station on Sixth Street, south of Pennsylvania Avenue, be abandoned, and it is officially announced that the Pennsylvania Railroad, Southern Railway, Chesapeake & Ohio, Atlantic Coast Line, Seaboard Air Line and Richmond, Fredericksburg & Potomac Railroad will abandon this station and enter the New Union Station on November 17th, bringing all of the railways which enter Washington together under one roof.



MAIN FLOOR AND TRACK PLAN NEW UNION STATION, WASHINGTON

THE PASSING OF THE OLD BALTIMORE & OHIO PASSENGER STATION AT WASHINGTON.

FROM THE WASHINGTON "STAR."

A PROPOS of the completion of the new Union Station, it is recalled that less than three-fourths of a century ago, at a simple platform near the site of the census office, the first railroad company to operate in this District, the Baltimore & Ohio, had for a few months its terminal. And there are a few persons now residing in this city who remember the entry of the iron-horse-drawn carloads of passengers between 12 and 1 o'clock August 25, 1835.

That the expectations of the railroad people and the general public in the progress of railroading have long since been surpassed is evident in the multiplicity of trains, in the erection of depots now in use, and in the remarks made on the occasion of the opening of the Baltimore & Ohio road, when the mayor of Washington, Col. W. A. Bradley, and the councils and others welcomed P. E. Thomas, president, the directors and others.

He congratulated them on having com-



THE OLD BALTIMORE & OHIO STATION AT WASHINGTON.

With all the railroads entering the District at the new station, it would seem that perfection has been reached in the way of facilities and accommodation for the public. But with the underground tracks running to the Capitol building, a President-elect as well as the legislators may be landed there direct from their homes, and enter upon their duties before coming in contact with the Washington public. It will be possible, therefore, in the inauguration of a President, for him to start from his home and go direct to the Capitol.

pleted a link in the chain which he hoped to see extended from Portland to New Orleans, binding on the seaboard the remote parts of the Union.

"A few years ago," the speaker added, "the weary traveler leaving Washington at the rising of the sun was still toiling at sunset. Now a man of business in Washington may visit Baltimore, purchase his goods, return before evening, unpack his goods and expose them ready for sale in the morning." The mayor expressed the hope that soon New Orleans would be

brought as near Washington as was Boston.

President Thomas in his reply concurred with the mayor as to the advantages.

"It is in Maryland," he said, "that the Atlantic, rolling far up the magnificent estuary of the Chesapeake, seeks to bring its waters into closer proximity to streams that flow into the Gulf of Mexico. * * * We trust the day is not far distant when the traveler who sees the luminary rising from the bosom of the Atlantic may the same day witness its descent in the horizon that circumscribes the waters of the Mississippi."

The city then had not 30,000 population, nor the District, including Alexandria, more than 40,000, and had not lost much of its appearance of a number of scattered villages. Travelers, through, to and from had before depended on stages, etc., by land, and a few steamers and packets by water. Consequently the construction of other means of travel was a subject of much public interest. The Baltimore & Ohio railroad had been opened between Baltimore and Ellicott's mills, now Ellicott City, in 1830, horses being then used, but in the next year a mechanical horse, the locomotive engine, took the place of animal power. The Washington branch, authorized by the state of Maryland, was given authority to enter the District and city in 1831, and it was constructed, but was not ready for operation from the Washington end until August, 1835. As sections of the track were completed they were operated, Laurel, Beltsville and Bladensburg in turn being the connecting points where Stockton & Stokes' and Bellshoover & Co.'s stages transferred passengers, Gadsby's National and Brown's Indian Queen hotels being the starting points in Washington. Effort was made to complete the road to this city by July 4, 1835, that being the anniversary of the laying of the corner stone by Charles Carroll, the last of the signers of the Declaration of Independence. There were several causes for the change of program—conflicts and riots between the factions of laborers employed, delay in delivering the iron rails, etc. While much of the disorder was suppressed through the offices of priests and others when the participants were of the same nationality, some of the outbreaks required military backing of the civil authority.

A serious conflict took place in June, 1835, a few miles north of Bladensburg.

An increase of wages was asked by a number of the laborers, and on refusal several hundred went on a strike and, marching down the track, called on others to join them or take the consequences. All who declined to stop work were attacked and beaten. The sheriff, with a posse, arrested a dozen or more of the ringleaders, who were jailed, and the strike was ended.

Bladensburg was reached July 20 and the stage route from the city terminated there. While that portion of the road south was under construction interest increased, and when the city boundary was reached it was the objective point of many Washingtonians and others who patiently anticipated the entry into the city. The only mail route north of New Jersey avenue and C street exists today, and the track laying having been completed the formal opening took place, as stated, August 25, 1835, the landing place being a platform in the open in the square on which the census office is located. About 10 o'clock a. m. that day Mayor Bradley, with the officers and councils of the city, accompanied by the Marine Band, left here in two cars to meet the visitors at the District line, and there awaited the arrival of the four trains. About noon they appeared, with about 800 persons. The trains were drawn by the "George Washington," the "John Adams," the "Thomas Jefferson" and the "James Madison" engines. At the point mentioned all debarked and the mayor welcomed President Thomas, the officers and directors of the road and others. Boarding the trains, the party soon reached the neighborhood of 1st and C streets, where a few thousand Washingtonians were on hand to cheer. There was no crowding, for few houses were near by. The visitors were escorted to the Indian Queen (now the Metropolitan) and Gadsby's National hotels and entertained. The greater number returned to Baltimore within a few hours.

The company inside of a few months secured the eastern portion of reservation 12, fronting Pennsylvania avenue west of 2d street, or Tiber creek, lots 1 and 2 and parts of 16 and 17, extending to B street, as a site for a depot, with the square on which is the present depot, for an engine house. The Tiber near the avenue ordinarily gently flowed as a wide stream a few feet in depth over a bed of white gravel, and it was a favorite place for the hackmen to water their horses. It was not,

however, entirely safe, as was proven by the drowning therein of a hackman and his horses about seventy-two years ago, the team getting into a hole, and there were more instances than one, after storms, of the turbulent waters wrecking the bridge or archway on the avenue, as well as houses, the Jackson Tavern on the avenue about 1839 and Foy's Hotel on C Street. In the fifties a man slipped in the creek and was drowned in eighteen inches of water, but whisky had much to do with it. For many years there was barely room between the railroad buildings and the stream for a carriage or wagon with no protection, by barrier. As a result now and then some one fell in the water, but it being shallow few fatalities occurred.

The avenue had been improved a year or two before and part of the wooden bridge damaged in a recent flood had been replaced by an arch.

Little of the reservation opposite the station had been used as the Botanic Garden, and much of it was swampy, the Tiber as an open stream passing through it. On the avenue between the Tiber and the Capitol grounds there were few improvements other than the Andrew Jackson tavern and J. T. Kellmon's grocery. West of the depot site were several three-story bricks owned by Elexius Simms, D. D. Arden and others, most of them occupied as boarding houses. On the depot property was a three-story brick structure, which had been a boarding-house, and a few minor improvements, shops, etc. In a short time this property was fitted for depot purposes, the brick building for offices and living rooms, and in place of the shops a waiting-room, north of which were the car sheds. A bell surmounting the brick structure gave ten minutes' notice of the departure of trains on their two daily trips to Baltimore, a distance of forty miles, accomplished in a little more than two hours, the usual speed being eighteen miles an hour. Mr. George Sweeney was the first agent of the railroad here, and in his day with a force of less than half a dozen managed the passenger, baggage and freight business. After Mr. Sweeney, John Stettinus was the agent and later Thomas H. Parsons. He was followed by George Gilbert, and, in war times, by George S. Koontz.

Among the most notable events in connection with the depot at the original location was the visit of the military com-

panies September 12, 1836, and for many years it was regarded as the time the Washington branch went into service. The fact that the first parade of the Washington Light Infantry was then made, and the further fact that it was about that date the main stem was completed to Harper's Ferry, then connecting with a road to Winchester, being responsible for the impression. As stated, the Maryland troops had performed service for the railroad in putting down riots and preserving order. For appreciation of the services the company tendered them an excursion to the capital on any day they should select, and September 12 was chosen. In that year the military spirit in the District was at a low ebb and there were no uniformed volunteer companies to honor and escort the visitors. A new company was, however, in process of organization, and when it was learned that September 12 had been set for the excursion the new company, the Washington Light Infantry, determined to receive and pay honors to the visitors and efforts were made to that end. The uniforms were being made, but it was found that they could not be completed in time for the event and the company requested the work to be confined to the coats, with which the members could wear white linen instead of the sky blue cloth trousers. By that course the company, under command of Capt. John A. Blake, was enabled to make its initial parade and receive the visitors. On landing at the depot the visitors were escorted to the east front of the Capitol, where a dress parade was given, followed by a march through the principal streets. The trip was described in a Baltimore paper as follows:

"A number of volunteer companies of Baltimore and the adjacent counties, amounting to more than 1,000 citizen soldiers, were conveyed to Washington and back by four locomotive engines, one of which conveyed 300 troops with their accoutrements. Although the full power of the engines was by no means brought into play on this memorable occasion, yet the result had a very impressive effect on the many thousands who had witnessed it and were thus furnished with ocular demonstration of the new and immense facilities created by railroads and locomotive engines upon them in the transit of persons and property and, in fact, of whole armies and their accompaniments."

The arrival here of Gen. W. H. Harrison in February, 1841, preceding his inauguration as President, was an event of more than ordinary interest. Preparations had been made by Mayor Seaton and the city councils to receive him, but for some reason he was landed in the depot ahead of the time he was expected. It so happened that Mr. James Lawrenson, long a correspondent and connected with the *Intelligencer*, was there and he knew of the arrangements, and informed Gen. Harrison. It was snowing at the time and he suggested that they retire to a room and await the mayor and committee whom he was sure would soon appear. This the general did and in a little time the receiving party appeared. By that time several hundred persons, despite the snowstorm, had formed lines on the avenue through which Gen. Harrison was escorted, while there were continuous cheers as he passed. He persisted in acknowledging the ovation by uncovering his head, and to the cold then contracted by him was his death in a month after his inauguration attributed. Up 4½ street he was escorted to the City Hall, where he was formally welcomed, and after receiving many citizens repaired to the residence of the mayor as the guest of the latter.

As stated, the avenue or 2d street depot was in service for eighteen years. During that period all the railroad business, passenger and freight, in the District was transacted there, and it was becoming too small for the service. The passenger business had grown proportionately with the population, more than doubled, and half a dozen trains each way hauled the passengers. For the accommodation of the freight a warehouse with office and sheds had been erected in the square between B, C, 1st and 2d streets. More room was greatly needed and the question as to where should be located the depot was an important one. While the railroad company was considering the matter the government and the corporation were looking to the approaches to the Capitol grounds from the northwest by way of Indiana avenue, and the making of a short cut between the Capitol and the City Hall. A stream which, passing through Judiciary Square, flowed in Indiana avenue eastward to the Tiber and the Tiber itself had to be considered as large items involved in the improvements projected.

Congress, in 1848, appropriated \$13,500 for grading and graveling Indiana avenue, 3d street to Capital Hill, and constructing a culvert under the same. Additional appropriations were made in 1850, and by 1852 more than \$23,000 had been paid out. In 1850 appropriation was made for the improvement of New Jersey avenue from B to E streets, and by 1852 \$13,000 had been expended therefor, a bridge over the Tiber being included. The natural rise in New Jersey avenue before that was from about the corner of C street southward, but the established grade was several feet higher. By abandoning the depot and tracks west of New Jersey avenue and locating in a new place the railroad company could secure sufficient ground for its uses in the growing business sites for a more modern passenger depot, freight depots, engine houses, etc. That was done, and the present New Jersey avenue depot was erected, and opened for business in 1852.

Before Gov. Shepherd's regime, when the grades of New Jersey avenue and C street were raised, half burying the depot from view, it was regarded as a most beautiful structure, and for a few years was seldom taxed to its capacity.

The square was purchased in 1835 by the railroad company and had been partially used as the location of the engine house. On the banks of the Tiber a safe foundation for a building of the size and for heavy trains was questionable and many piles were driven.

After the removal of the freight building on the site of the census office the ground went into possession of M. G. Emery and for many years was used by him in the stone-cutting business. The old depot building, now 203 Pennsylvania avenue, became a saloon, and the sheds, now covered by 201 and 205, were converted into a place of amusement, at which Matt O'Brien and Ham Duvall, the first a fine sentimental vocalist and the latter noted as a delineator in negro character, afterward appeared. In 1861 the Mechanical Rifles, Capt. A. Rutherford, were organized and drilled in the sheds, going into the United States service in April.

One of the first instances of a crowd here was when Gen. Pierce arrived a few days before his inauguration, in March, 1853, "seeing the President come in" being an epoch in the life of a Washington boy of

that period, and frequently the boys outnumbered the grown people. During the war, when troops were arriving and departing by thousands, and oftentimes 'mid the panoply of war, were scenes of suffering and distress witnessed in the arrival of trainloads of wounded soldiers. There were near the tracks two large frame buildings, one of which had been used by Mr. James P. Crutchett as the Mount Vernon cane factory, and the other erected by the quartermaster's department. There also was a depot of the sanitary commission, and through the many thousands of soldiers who obtained shelter and warm meals the Soldiers' Rest and Soldiers' Retreat in Washington were known throughout the land.

The exigencies of the war after the army had entered Virginia led to the extension of the railroad across the Long bridge, and in 1862 there were not only railroad tracks into the city in Maryland avenue between 9th and 10th streets southwest, but along Maryland avenue, 1st and C streets to the Baltimore & Ohio depot. At Maryland avenue and 9th street

was the local depot, used by the government and the Alexandria railroad—a frame building which was with that road afterward acquired by the Baltimore & Potomac railroad, included in the Pennsylvania system. In war times it was not an infrequent occurrence for troop trains coming through Baltimore by the Northern Central and the Philadelphia, Wilmington & Baltimore railroads to be landed on Virginia soil. There were, however, occasions when the Maryland avenue depot was the scene of much activity in its early history, as when troops were embarked or landed, and when loads of sick and wounded soldiers were brought in from the battlefields and sent to the many hospitals. Not infrequently at inaugurations or other gala times the capacity of the roads was taxed.

On October 27 the Baltimore & Ohio abandoned the historic old station and was the first to enter the great railroad palace which is soon to house all the railroads entering the District. The old station will be torn down at once and the grading and filling commenced which will form the grass plaza in front of the Union Station.



HISTORIC BUILDINGS OF WASHINGTON.

BY F. J. YOUNG.

OURS is a new country; while the western section shows the ruins of dwellings of a few Aboriginal tribes now extinct which possess great interest for the archaeologist, and the tower of the colonists' church at Jamestown marks the beginning of Anglo-Saxon domination, our twentieth century interests are in modern structures, and the 20-story skyscraper is typical of present conditions.

Our English Cousins can boast of the Druidical circle of stones at Stonehenge, and the Germans point to the ruined castles once the abodes of the freebooters who infested their land, and romantic stories can be woven about these crumbling walls.

But these ruins typify a religion which is hid in the myths of the past, and the decay of the system which brought them forth. No longer does the Druid priest offer up a living sacrifice to his God, or the steel-clad Baron sally forth at the head of his band of vassals on errands of rapine and murder, to return laden with the spoils of peaceful travelers who have been left dead by the wayside, or brought to the castle to be tortured to extract ransom.

In our country we point out the places, no matter how humble, which call to mem-

ory the men who have shaped the destiny of our nation, and whose course is not marked by a trace of blood and ashes, but by an ever broadening pathway of civilization. Our capital city is rich in historical places of this nature, many of which are so modest in appearance as to attract no note whatever of the passerby. For over a century it has been the residence of the President, the meeting place of Congress and the home of the Supreme Court, and there may be found places inseparably connected with the men the Nation has delighted to honor. The two first buildings thought of are the Capitol and the White House. The great white building on the hill overlooking and dominating the city needs no description. Partially destroyed by the British invader in 1814 when in an incomplete and unfinished condition, it is now one of the most imposing buildings in existence. Almost equally well known is the White House, the residence of every President from Adams to Roosevelt, and one which many of our public men hope to occupy for a time. Like the Capitol, this building was fired by the British in 1814, but while defaced, was not destroyed, and being painted white to

cover traces of smoke, gradually came to be called the White House, although the name officially was the Executive Mansion until President Roosevelt ordered it changed. Near by is the Arlington Hotel, which for years has been the temporary home of thousands of our leading statesmen, and under whose roof visiting foreigners of rank have been entertained. From the staff has floated the flag of nearly every civilized nation. The yellow dragon banner of China, the tri-color of France, the Turkish star and crescent, the rising sun of Japan, the white elephant of Siam, and the Union Jack of Great Britain have all at times denoted the presence of distinguished officers or scions of the royal families of those nations.

Another famous inn is the National Hotel on Pennsylvania Avenue, below 6th Street. For



SURRATT HOUSE.



DECATUR HOUSE.

years it was the home of the leaders in Congress and under its roof much legislation has been planned. Here Henry Clay died in 1852. In the early 50's it was the scene of an epidemic affecting many of its guests and causing the death of several. It was at first supposed to be a case of wholesale poisoning, but investigation showed that the trouble was caused by a stoppage in a sewer pipe by means of which the gas from the sewer was forced into the rooms.

Not far from the National Hotel is the building (still a hotel) in which President Andrew Jackson, at a dinner to which he was invited at a time when a number of politicians, headed by Calhoun, the Vice President, were considering measures to override some obnoxious legislation, made plain his position on the question of the nullification of Federal by State laws.

A carefully prepared toast was framed to elicit his views. He responded by a toast which none dared refuse: "THE FEDERAL UNION — IT MUST AND SHALL BE PRESERVED."

Soon after this episode he stated his intention to hang as high as Haman anyone implicated in putting State laws above Federal statutes, and the matter was dropped, as none of the gentlemen who had talked so loudly cared to be martyrs to the States Rights cause.

Less than a block from the White House, on the site now occupied by a theater, stood the house in which Secretary of State Seward was attacked and wounded when President Lincoln was murdered.

Payne, the would-be assassin, after wounding Seward and grappling with and stabbing the soldier on guard, managed to reach the door, and mounting his horse became bewildered in trying to find an outlet from the city and was captured and hanged later. This house was for years the residence of James G. Blaine.

The Surratt house, where Booth and his band of conspirators met and planned the murder of the President, stands on H Street, near 6th. The Vice President, Secretary of State, and General Grant were included in the plot, but Grant left the city, Johnson was not in his room when the man told off to kill him knocked, and the fellow's nerve failed, and he left the hotel without making another attempt. The vigilance of Seward's guard prevented his murder, although in the stroke at his throat the knife cut open his cheek.

The house on the southwest corner of H Street, west of La Fayette Square, was built by Stephen Decatur, the hot blooded Commodore who was carried into its doors to die from the effects of the bullet received



THE CORCORAN HOUSE.

in a duel with Barron in 1820; Henry Clay later occupied this house, as did Martin Van Buren, Secretary of State, afterwards Minister to England and President, as well as a number of other prominent public men at different times. Later it became the property of General Beale, and was the center of much social life: General Grant was frequently entertained here after his Presidential term expired.

On the corner of Connecticut Avenue and H Street is the Corcoran House, originally built for and presented to Daniel Webster by some of his admirers. For years it was the residence of Mr. Corcoran, the banker and philanthropist. During the civil war Mr. Corcoran was well known as a sympathizer with the South, and at one time arranged to close his house and go to Europe to remain until peace had returned. Secretary Stanton ordered the property to be taken and used as a hospital, but Mr. Corcoran hearing of it asked the French Minister to occupy it at once, and in a few hours the tricolor floating from the window proclaimed that it was for the time French territory, and Stanton was compelled to rescind his order. Secretary Stanton was not troubled with scruples about seizing the property of those not in sympathy with the Union cause. It is said that once a com-



OCTAGON HOUSE.

plaint was carried to President Lincoln that some of the acts of the imperious Secretary were illegal. He replied: "Yes, that is so; Stanton does things I would not dare to do, but some one has to, and he is willing." Senator Brice occupied this house during his term in the Senate, and was one of the most lavish of hosts. Senator Depew was the last occupant.

At New York Avenue and 18th Street is the famed Octagon House, now the property of an association of artists.

This was the residence of Ogle Tayloe, who was reputed to be the wealthiest man in the country. Owning thousands of acres of land and hundreds of slaves, by some his wealth was estimated at a million dollars, but few believed it possible for one man to have such an immense sum. After the burning of the Executive Mansion by the British in 1814, President Madison was for a time the guest of Mr. Tayloe, and it was here that the treaty of peace with England was signed in 1815. Some of the old slave quarters still stand, surrounded by a high brick wall.

Down near the river at the foot of 17th Street, is the mansion erected by General Van Ness, the wealthy New York Congressman who married Marcia, the only child and heir of David Burns, the Scotch planter who owned the ground now occupied by the



THE KEY MANSION.



E. D. E. N. SOUTHWORTH HOUSE.

Treasury, White House and several of the Department buildings. When after much trouble Burns was brought to sell his land to the new Nation, it was agreed that the street should not run through his house. This little four-roomed cottage stood until a few years ago, when it was torn down to make way for the athletic grounds of a college club. When Marcia Burns was married one condition of the parental consent was that the young couple should live in the old home. During the life of Burns the bargain was kept, but at his death General Van Ness employed Latrobe, the genius who planned the Capitol, to erect a house suitable for a man of his wealth and standing; the result was the present mansion, which when completed was said to be the finest in America, and was the first house in the city, if not in the country, to have running water on the upper floors.

In common with the homes of wealthy men of the day, it had spacious wine vaults. The assassin Booth did not at first contemplate the death of Lincoln, but his original plan was to abduct the President and secrete him in the empty cellars of this house, which is but a stone's throw from the White House, until an opportunity offered to convey him across the river and into Richmond, where he would be held as a hostage to

secure favorable terms of peace. But events moved too fast for this plan to succeed.

This was the scene of unbounded hospitality and the center of social life during the occupancy of Van Ness, but will soon be removed to make room for the magnificent building to be erected for the Bureau of American Republics. The conformation of the land has changed greatly since this was the center of the fashionable quarter, and the grounds were used a few years ago as a negro beer garden. Later the rooms once thronged with wit and beauty were a storehouse for the utensils of the garbage collector.

About half a mile west of Rock Creek the former residence of Francis Scott Key, the author of the Star Spangled Banner, is the shop of an Italian shoemaker. An effort is being made to form a society to restore and preserve this house. On a hill overlooking the river is the cottage in which lived and died Mrs. E. D. E. N. Southworth, whose novels thrilled thousands of readers some forty years ago. Now a lunch counter occupies the parlor. Not far away is the two-story house where George Washington made his headquarters while making a survey of what was afterwards part of the District of Columbia.

On a commanding eminence the ancient



WASHINGTON HEADQUARTERS.

brick building of the oldest and greatest Jesuit college in America is seen beside the magnificent granite pile which is now used as a university. This is one of the institutions of learning of which the city is proud and whose diplomas bear weight. On Pennsylvania Avenue near 21st Street is the building once occupied as a tavern by the father of the famous beauty, Peggy O'Neal, who once queened it in society here and for whom duels were fought and a President's cabinet disrupted.

Among the guests at the Franklin House, as this was called, were Jackson and Eaton, the two Senators from Tennessee.

Peggy, the beautiful and vivacious, was a favorite of all the guests of the house. Married at fifteen to an officer of the navy, she was a widow of about twenty-one when she became the wife of Senator Eaton. As the daughter of a tavern keeper she was not considered as being "in society," even as the wife of a senator. Not always prudent in her associates, or perhaps a sufferer from envy, there were stories told not to her credit.

When Jackson was elected President he made Eaton his Secretary of War and insisted that Mrs. Eaton should be received



PEGGY O'NEAL HOUSE.

as became the wife of a cabinet minister. During the early days of Jackson's married life Mrs. Jackson had been a victim of slander and he had challenged and killed a man who had made an insulting remark about her, hence he felt strongly on the matter of his friend Mrs. Eaton's standing.

Political differences were rife; Calhoun, the Vice President, was not in accord with the President on many public measures, but was the leader of the States Rights party, whose doctrine led to the secession movement of 1861. Some Federal legislation was obnoxious to the Southern leaders, and they claimed that sovereign states had the right to nullify any law of Congress which the Executive of their States objected to or which conflicted with local legislation.

The President was resolved that the general government was supreme and its mandates should be preserved.

The President's friendship for the wife of his War Secretary, whom a number of the wives of prominent men, headed by Mrs. Calhoun, had united in resolving not to receive or recognize, caused much agitation in society.

Calhoun, ambitious to succeed Jackson as President, dared not openly appear as an antagonist, but the relations of the two men



OLD FORD'S THEATRE.

and their close adherents were strained nearly to the breaking point.

The Secretary of State, Van Buren, a widower, invited the tavern keeper's daughter to preside at his receptions, which insured her recognition by the foreign representatives. Her husband's position as Secretary of War prevented the wives of the army officers of rank joining in the movement against her, and when the President gave a dinner at the White House with her as guest of honor, it became evident that no one desiring to stand well with the administration could ignore Mrs. Eaton. The Cabinet then contained six members,

of a cabinet member and Governor, and to whom the florid poem beginning:

"I fill this cup to one made up
of loveliness alone,
A woman of her tender sex
the seeming paragon"

is said to have been dedicated, died here in obscurity and poverty about 1880.

East of and opposite the granite Treasury building is the house built for his own use by Hoban, the architect of the White House, but it will soon be removed to make room for an office building of the modern type. The house in which Jefferson Davis lived while Secretary of War stood a block



HOUSE WHERE LINCOLN DIED.

equally divided on the social question as well as the political, three of them being open adherents of Calhoun, and their wives only recognizing Mrs. Eaton on state and formal occasions.

President Jackson arranged with those who supported his views to resign, sending Van Buren as Minister to England and making Eaton Governor of the Territory of Florida, and he then asked the others for their resignations as he wanted to start anew with a fresh body of advisers. Mrs. Eaton's after life was a clouded one. Again widowed, she married a man many years her junior, who soon deserted her, eloping with a younger woman, and she who was the favorite of the President, wife

east of this, but recently has shared the fate of many of the older dwellings which stood in the line of advancing business. On New York Avenue, near 13th, a brick house is pointed out as the place where the erratic genius, E. A. Poe lived for a time and where several of his prose sketches and some of his poems were written. On 10th Street, not far above Pennsylvania Avenue, is the old Ford's Theatre, in which Lincoln was shot. No performance has been held there since that memorable night. For some years it was used as a medical museum by the Surgeon-General of the Army, and a gruesome display of wounds and surgical appliances was shown, but later it was arranged to accommodate one of the

Bureaus of the War Department where several hundred clerks were employed. In June of 1893 this was the scene of another tragedy. Some repairs were being made, and when a support was removed the building collapsed, causing the immediate death of 26, while others still suffer from the injuries received.

Opposite is the house to which the dying President was carried and where the end came. Very appropriately, this is now used as a Lincoln Museum, where hundreds of relics of the martyred President are shown. At Pennsylvania Avenue and 3d Street was Gadsby's Hotel, for years only second to the Indian Queen in popularity. The place is still a hotel but is of the cheaper sort and no longer the home of Vice Presidents, Senators and others of prominence.

On the same square further down is the dingy building in which the Supreme Court held its sessions in 1814 after the burning of the Capitol by the British. Not far south of the Capitol was Duddington Manor, the home of Daniel Carroll, who was a member of the first Congress. When Carroll began the erection of this building he located it in the center of an Avenue as designed and platted by L'Enfant. No argument availed and a foundation was dug and wall laid. But one night L'Enfant gathered a force of laborers, destroyed the wall and filled the foundations. A compromise was then effected, the damage paid for by the Government, and the mansion built on a spot out of the embryo street.

Not far distant in the midst of spacious grounds the large brick house built by Carroll's son-in-law about 1830 still stands, but it is deserted and like the cabin in the song:

"The hinges are all rusted and the chimneys
fallen in,
And the roof lets in the sunshine
and the rain".

The once well kept gardens are the play grounds of the children of the neighborhood and the picture is one of neglect and desolation.

Near the Capitol on New Jersey Avenue

stood a row of houses erected by John Law, an Englishman who came here from India with a fortune which he proceeded to invest in lots, and to erect houses. But although his houses were in what was then the fashionable part of the little city, the course has been away from them and they have made room for the new office building of the House of Representatives.

To mention the places connected with events or men prominent in our national history would take a volume. Scarcely a street in the older part of the city but has some historic spot and was or is the residence of some one much in the public eye. The few mentioned are associated with the earlier days of the city or the principal events in its history.

Among the other historical buildings which will soon be no more, are the railway stations of the B. & O. on New Jersey Avenue and C streets, and the P. W. & B. and Southern Railway station on Sixth and B streets below Pennsylvania Avenue.

The B. & O. was the first railroad to enter Washington, in 1835, and for years the connecting link between the capital and the north and west. The old station was abandoned on October 27 last to make way for the plaza to the New Union Station, and on that day the B. & O. opened the magnificent new structure, to be followed a few weeks later by all the lines entering Washington.

The old B. & O. station was perhaps the most familiar spot to the countless thousands who entered Washington. Through its portals have passed nearly every man prominent in our National history for the last half century; and during the Civil War the road was the important factor in the problem of keeping the ranks full, and the warehouses supplied, and hundreds of thousands of men and millions of tons of stores of all kinds were carried.

In the old Sixth street station, President Garfield was shot in July, 1881, as he was on his way to a train. The spot where he fell was marked by a brass star in the floor for several years, but it has since been removed. This station, too, will soon be but a memory.



THE AMERICAN PRESS HUMORISTS.

BY WILLIAM J. LAMPTON.

HOMER was not a humorist. Anyway not an American Press Humorist, or he wouldn't have had to die to be claimed by seven cities. Who the dickens was Homer? Well, if you don't know, you ought to. The American Press Humorists have been claimed by more than seven cities and they are still very much alive. This year Los Angeles, a fine large town of Southern California, had a preferred claim and she got us. I say "us" because I am one of them. I confess to this without shame.

Out of a membership of one hundred or more, extending from Maine to California, and making the desert of editorial pages to blossom as the rose, some twenty odd of these puissant pun-gents swept westward in the sad, sweet September, gone forever now, and lit on Los Angeles. Several persons, not humorists, remarked that the melancholy days had come to Los Angeles. But we did not care how much Los Angeles suffered so long as we had a good time. And we did. Oh, yes, we had the best time ever, and we found it difficult, after all was over, to get back to the disagreeable duty of paying our own bills. The Humorist's lot is not all roses and Los Angeles.

The wives of several of the Humorists accompanied them. These ladies were bright and cheerful notwithstanding it is no joke to be the wife of a humorist. Chicago was the gathering point for the eastern contingent and all others were picked up on the way. Chicago is the largest town in Cook county, Illinois, and is a thriving place. It has a court house, a postoffice and a number of churches, school houses and other evidences of civilization. Also some food factories and a promising future.

The Humorists left Chicago Thursday night at 10 o'clock by the Los Angeles Limited, a very neat but not gaudy train, and were soon flying westward over the limitless plains. These plains begin in the cabbage patches of suburban Chicago and end in the orange groves of Los Angeles. Omaha, Cheyenne, Salt Lake City and other cities, towns and villages dot them at intervals and lend variety to the scenery. The scenery pays the loan.

Some of these plains are on the level and some are not. They all appear to be made out of dust. Sometimes this dust stays where it belongs and sometimes it does not. In places it is greased and plastered to the earth. That is the only way to maintain the integrity of the railway tracks.

We were met by a committee outside of Los Angeles and escorted to the city about midnight Sunday, some four hours late. Something is wrong when a train isn't late. I know this because we were all right. Mr. Frank T. Searight, Secretary of the American Press Humorists, was chairman of this committee and Douglas White, Salt Lake Router, was most of the rest of it. They knew their business. Arriving we were put up at the Alexandria, a hotel whose elegance fitted us like the shell on an egg. We slept on downy beds of ease after a sandpaper bath to remove the grime of travel and arose in the morning refreshed and glad that for six days at least we could say our jokes off-hand and not have to write them down for publication. It was like throwing money to the birds, but what cared we? We had the money and our hosts were birds, for a fact.

For six entire days we were entertained as only Southern Californians entertain, and on Monrovia, Mt. Lowe, Pasadena, Venice, Riverside and way points we were showered in all the plentitude of our powers to please and we seemed to please everybody that tried us. We gave no guarantees, but in our simple, guileless goodness we went about conferring upon all the charms of our presence and a childlike appetite for food and drink.

Monday night we were banqueted, with Chaplain Burdette presiding. Chaplain Burdette is a good thing. There wasn't anything better at the banquet though some of the Humorists and hosts presented their best. Next day we had luncheon with Mr. and Mrs. Burdette in Pasadena. It was better than Chaplain Burdette. Brother B. was expounding to me the true way of living. He said one of his plans was to eat himself plumb full of apricots and go to sleep in the shade of the tree. I asked him how he could eat himself plum full of apricots. I emphasized the "plum"

W. J. Lampton, "Bones"
S. W. Gillilan, "Tambo"



Pastor Emeritus
"Bob" Burdette
Interlocutor

The Riulto



Venice, California U A



Retiring President Daly
at the Cross

THE AMERICAN PRESS HUMORISTS IN CALIFORNIA



Ajax Defying the Lightning
Secretary Lewis as "Aje"

On Rubido Mountain



Riverside, California

On the top of Mt. Lowe



Near Los Angeles

so he would be sure to grasp my meaning and he laughed almost boisterously. It was my most successful effort at unconscious humor. When one funny man laughs at the joke of another funny man it must have real merit. Pasadena is a beautiful place. This has been said with eminent success several millions of times which proves that truth is mighty and will prevail. That night we were banqueted by the Pasadena Board of Trade. If we had our appetite for drink with us we had no opportunity to gratify it. Pasadena has her lid on straight. The banquet was a dry affair.

We were taken to the top of Mt. Lowe and given a bird's-eye view of Paradise. This is worth going miles to see. Mt. Lowe's name doesn't fit it. Monrovia spread all her charms before us and showed no signs that she had for sale, at reasonable prices, some of the loveliest building sites on earth. We appreciated this forbearance. We were feeling so rich by this time that we would have bought the whole town and carried it away with us. We were given a glorious splash in the Pacific at Venice and were received there by a large sized brass band playing the Dead March. It was the only public reflection cast upon us during our entire visit to Southern California. Whatever the people may have thought, they very kindly didn't express it in the harsh notes of a brass band, elsewhere. Mr. Kinney, the Doge of Venice, was away at the time, or it never would have happened. Venice has numerous canals, all dug without any help from President Roosevelt. Riverside claimed us for a day and made good. Riverside's orange groves and grand avenues of palm and pepper trees are known wherever the English language is printed. There is nothing in the world like the auto ride up Rubido mountain and down again. They fed us at the quaintly beautiful Glenwood and sent us home unhappy—because we had to go.

Friday night the Humorists turned out in all their professional paint to do stunts at the Auditorium for the benefit of the Bill Nye Monument Fund. It was a good show for the money and everybody staid till it was over. But that isn't why I know it was a good show. About a thousand dollars, more or less, were added to the fund.

Los Angeles is a fine town with more of the New York atmosphere than any place

I know of, if that be a compliment. The climate is a feature. This improves on acquaintance. The vegetation makes the newcomer from the East think that he has got mixed up with a lot of stage scenery. Prices are high for everything except postage stamps. Rents make the tourist from New York City feel at home quickly. Newspapers are a nickel apiece, but they are up-to-date in other respects. They treated us well editorially, and made pictures of us that were painful to contemplate. If any bachelor among us had hopes of winning out of his sad condition, those caricatures crushed every hope on the spot. Whenever we went the glad hand was shoved out ungrudgingly and there was always something in it. Hospitality was wide open and Los Angeles done us proud. Like a rare picture now, is the twilight at Mrs. Mitchell's reception with the moon silvering through the palms, and the flowers of Paul de Longpre's rosegloried home will always be fresh and fair in our memories. Oh, say, it is a good thing to be a visiting Humorist in Los Angeles.

Just when it happened or how, I don't know clearly, but during a lull in the rush some time, somewhere we got down to business for a minute or two and elected Frank T. Searight President of the American Press Humorists, and Judd Mortimer Lewis of Houston, Texas, Secretary and Treasurer. We did this because we decided to meet next year at Houston and needed somebody as efficient as Searight had been in Los Angeles to look after our interests in that town. Mr. Lewis gave us a guarantee to that effect and he has a job before him that he little realizes, I am sure.

From Los Angeles we departed Saturday night, on a Salt Lake Route special, with G. P. A. Peck and Douglas White in charge, bound for Goldfield, where the whole town turned out to have fun with us, and they did. They filled the day with showing us how much gold there was yet that we hadn't got our greedy paws on, and at night they pulled off a series of prize-fights at the Hippodrome Theater with Humorists getting off jokes to relieve the strain between acts. Rome in her palmiest days never saw the like of that exhibition of Hitters and Humorists.

Our next pause in this career of delight was at Salt Lake City where the Herald and other newspaper men showed us what a beautiful city they have in Utah and

what a wonder Great Salt Lake is. A fresh joke couldn't live in that atmosphere five minutes and we carefully refrained from using anything of recent vintage. Trust a Humorist to waste his raw material. At night we were dined at the Alta club, prettier than any club house yet, and we sighed as we thought that the end of our present joys was so near.

But it had to come—what do good things have any end for?—and next day we were on our way workward. Some of us had been lost in Los Angeles among

friends, and some took another route from Salt Lake, but our little remnant bravely faced the East and labor and hiked hopefully back to toil.

Ten minutes after the train reached Chicago we were scattered to the four winds and never on earth will be together again. This is no joke. Maybe afterwards we shall meet over yonder where all is fair and good things never end, and I'll bet an orange that our greeting will be: "Well, now, say, doesn't this remind you of Los Angeles?"



HURRYMAN'S RIDE.

BY EVERARD JACK APPLETON OF CINCINNATI, OHIO,
IN "THE AMERICAN PRESS HUMORISTS' BOOK," LOS ANGELES, CAL.

Up from the South, at break of day,
There sounded the gentle, trembling bray
Of a Gabriel-horn, which we knew
That Hurryman's motor-car was due,
A moment later, a bluish streak
Shot through the village, across the creek—
Straight to the crest of the hill, and then
Over it went, and was gone again.
"Sometime," the villagers said that day,
"He'll get what's coming to him, we pray!"

But Hurryman, hurtling o'er the pike,
Pays no attention to what others like,
Roaming the roadways, reckless and free,
What does he care for you or for me?
Yet Fate still wields a straight right limb
And man *does* get what is coming to him!
That's why, while driving his wild machine,
He suddenly ran out of gasoline!

To a stop he came, in a lonely spot,
His engines cold, but his journals hot,
His gear intact, his tires "unbust,"
But his gasoline reservoir dry as dust.
Stuck! On a beautiful motoring day,
And gasoline twenty miles away!

For a while he sat with head bowed low,
Knowing the sorrow all motorists know
When something goes crooked, and there
you are,
Cussing your luck and your motor-car.
But then, as a farmer driving a team,
Came by, he smiled, like a wet-sunbeam.
"For a dollar you'll help me to town, I trust?"
Asked Hurryman, wishing he could say *must*.
But the bucolic citizen laughed with glee,
"By gosh, not fer five would I do it," said he,
"You've killed my chickens and skeered my
stock,
So sit wher you air, till you turn to rock!"
Hurryman begged, but the man wouldn't
stay—
And gasoline twenty miles away!

The next, and the next, of the crop-raising
band
Who came that way, took the self-same
stand.

They listened to all of his eloquent plea—
But to tow him to town, not one would agree.
He tackled them all—boys, women and
men—

But deaf, dumb and blind, they might as
well been;

They wouldn't go hunt for a village where he
Might give to his auto a gasoline spree;
They wouldn't be bribed, they wouldn't sug-
gest

Where help could be found, though he
pleaded his best.

In fact, it was plain that there he would stay—
With gasoline twenty miles away!

And so, as the shadows of night began
To fall, a weary and half-famished man
Took up a journey, he knew not where
(And telling the truth, he didn't much care!)
Around a slight bend in the road he dragged,
With steps that were heavy and spirits that
fagged,
Wond'ring if ever, or never—

He stopped!
And into his tracks, without a sound dropped,
For a thriving young city lay nestling there
Not a half mile away! As his vacant stare
Took in its houses and stores, he saw
A sight that added the very last straw.
For there sprang into being, as night drew
down,
Gasoline street lights all over town!

* * *

In a cell that is padded poor Hurryman sits
And honks like an auto horn having ten fits.
While now and again, with sobs he will say,
"And the gasoline wasn't a half-mile away!"

SEEING AMERICA.

BY GEORGE FITCH, OF THE HERALD-TRANSCRIPT, PEORIA, ILLINOIS.
IN "THE AMERICAN PRESS HUMORISTS' BOOK," LOS ANGELES, CAL.

ALL aboard here for a Seeing America trip in this fine, high-speed automobile. Safe, sane and comfortable. A parachute under every seat. We show you twice as much of the country as any of our one-cylinder, hot-air competitors. No dust, no dirt, no speed limit, no cows on the track. One more couple now. All ready. Cut loose, Bill. We're off!

We are now passing over Manhattan Island. It contains three million people piled from twenty to forty layers deep, and is growing so fast that while a man is finishing the top story of his residence he is remodeling the first story to make it up-to-date. We are now running a race upward with the steel office building to our left. The first to reach a height of 600 feet wins. There! We lose, gentlemen, but we always sacrifice speed to safety. Turn here west, Jim.

We are now passing rapidly over New Jersey. Notice the hunters below. They are stalking an octopus with a sheriff's writ. Notice the huge bird making a wild commotion in the roof of yonder house. It is a Jersey skeeter. He has bored his way through a tin roof to get at a baby, and they have clinched his bill on the inside.

Pennsylvania. The loud buzzing noise to the south is Philadelphia snoring it its sleep. With the field glasses you can now discover the \$14,000,000 state capitol. It is not as large as some of the houses of the men who built it, but there wasn't money enough to build both. This dark twilight we are now passing through is Pittsburg. It makes more steel, produces more millionaires and washes more family linen than any other city in the country.

From the distance, ladies and gentlemen, you will observe that this country looks as if it had a two weeks' growth of beard. The whiskers are oil derricks. Every time a new derrick is put up they gold-plate another room in the Chicago University. Occasionally a wind storm comes along. Then this country gets a clean shave.

We are now over Ohio. Notice the blue sheet of water to the north. It is Lake Erie, one of the largest collections of pure drinking water in the world. The electrical disturbance ahead of us is Senator Foraker discussing the Brownsville matter. The large dark object to our left is either a hay barn or Secretary Taft, I cannot tell which at this distance.

We will now rise higher in order to pass over Vice-President Fairbanks of Indiana. The bright glittering spot to the north is James Whitcomb Riley, viewed from above. Listen to the musical sound from beneath us. That is Indianapolis, where the 1908 crop of Indiana poetry is being ripened.

This is Illinois, beneath us. No, madam, we do not pass over Chicago. It is fifty miles north of us. You do not notice it because the wind is the other way. The light cloud of smoke just beneath us is Speaker Joe Cannon smoking his fourteenth after-dinner cigar. On those prairies Abraham Lincoln grew up. It is lucky he grew up as far as he did, for Illinois roads are six feet deep all the year 'round.

The Mississippi, father of waters. It divides Illinois from Missouri, for which both states are grateful to it. We are now passing over Missouri. Notice the farmer who is rising rapidly to meet us. His mule has just erupted. Pull him in, Bill. Missouri has the worst yellow streak in the country, ladies and gentlemen. It is the river of that name.

If you will excuse me I will now stop talking until we have passed over Kansas City. Every one of its 200,000 people is bragging about it and I don't care to strain my voice.

"We will now pass over Kansas if the state legislature does not pass a law against it. If Missouri has the worst yellow streak, Kansas has the best. It is the wheat belt. Notice the farmers hunting for harvest hands with bear traps. You can tell a Kansas farmer by his diamond vest buttons.

Here we are over Denver. It is a mile high, but its gold mine stories are higher than that. Colorado may not be solid gold but it is gold filled.

Notice the magnificent scenery as we pass swiftly on. Colorado has more mountains to the square inch than any other state. We are now passing over Salt Lake City. The mass meeting on the corner is a Mormon family going to have its picture taken. Notice the Great Salt Lake on our right. Anything will float in it, even a Harriman loan.

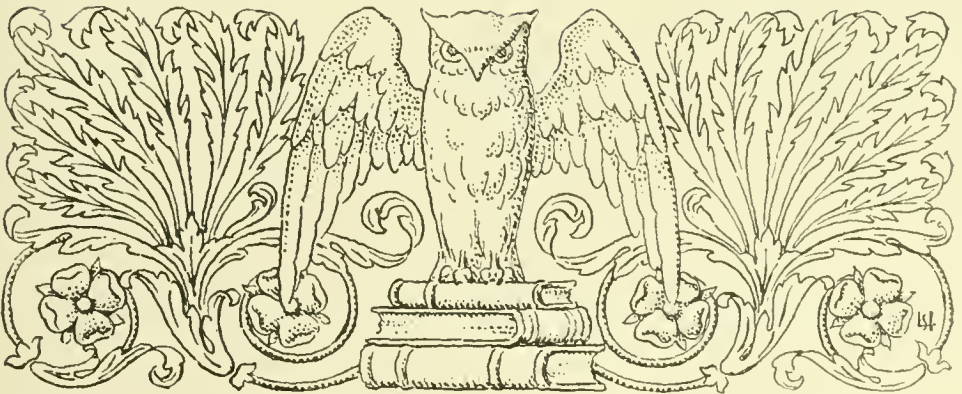
The next 500 miles are Nevada. This state consists of a bunch of gold mines, and one of its principal industries is that of raising senators.

Don't be excited, madam. The bottom hasn't dropped out of the earth. This is only the Grand Canyon. It is thirteen miles wide and a mile deep, and was dug without any aid from the Panama canal commission. Nature did it herself, and she didn't change engineers once while doing it.

Sniff the air, friends. We are crossing the California state line. The bright yellow on the horizon ahead isn't the sunset, but the orange groves. Notice the red of the rose gardens, the white of the mountain tops and the blue of the skies.

Los Angeles, future metropolis of the Pacific, any old part of it. Watch it growing out to meet us, five blocks at a jump. Watch the desert turning into palm gardens and the sand hills into office buildings. Los Angeles is so young that some of its old settlers aren't out of short trousers, and it is growing so fast that they keep the city boundary on wheels.

The only thing in Los Angeles that is behind the times is the calendar. It is five years behind the rest of the city. Los Angeles offers a special eighty-year course in the science of enjoying life, and it is getting students just as fast as the trains can haul them out there. Let 'er down easy, Bill. All out. Thank you, ladies and gentlemen. You'll find a real estate office on every corner and no one knows the way back east. All out!



THE VANISHED DAYS.

FROM CHICAGO "POST."

Lay the jest about the julep in the camphor balls at last,
For the miracle has happened and the olden days are past;
That which makes Milwaukee thirsty does not foam in Tennessee
And the lid in old Missouri is as tight-locked as can be—
Oh, the comic paper Colonel and his cronies well may sigh,
For the mint is waving gayly, but the South is going dry.

By the stillside on the hillside in Kentucky all is still,
For the only damp refreshment must be dipped up from the rill:
No'th C'lina's stately ruler gives his soda glass a shove,
And discusses local option with the South Ca'lina Gov.;
It is useless at the fountain to be winkful of the eye,
For the cocktail glass is dusty and the South is going dry.

It is water, water everywhere, and not a drop to drink:
We no longer hear the music of the mellow crystal clink,
When the Colonel and the Major and the Gen'l and the Jedge
Meet to have a little nip to give their appetites an edge,
For the eggnog now is nogless and the rye has gone awry,
And the punch bowl holds carnations, and the South is going dry.

All the nightcaps now have tassels and are worn upon the head—
Not the nightcaps that were taken when nobody went to bed;
And the breeze above the bluegrass is as solemn as is death,
For it bears no pungent clove-tang on its odorific breath;
And each man can walk a chalk line when the stars are in the sky,
For the fizz glass now is fizzless, and the South is going dry.

Lay the jest about the julep 'neath the chestnut tree at last,
For there's but one kind of moonshine and the olden days are past;
For the water wagon rumbles through the Southland on its trip,
And it helps no one to drop off to pick up the driver's whip;
For the mint bed makes a pasture and the corkscrew hangeth high,
All is still along the stillside and the South is going dry.



Stub Ends of Thought

By ARTHUR G. LEWIS.



OUR education is never complete; we can, however, live, learn and accomplish to the end.

ROBUST egotism is a good staff to lean upon, even though it supports no one but ourself.

THE next best evidence of large character is that moral strength which enables us to recognize in others an ability we do not possess ourselves.

LET us play the game for the game's sake to the end, win or lose.

SELF-CONTROL is the father of self-respect; and the foundation upon which self-reliance is constructed.

LEFT to himself the average man is sincere; it generally takes two or more to practice deception.

LET us perform the first duty that presents itself to our conscience, and permit other obligations to take their turn.

ORDERS given in an aggressive manner are, as a rule, observed in the same spirit.

IT is the death of hope, more than anything else, that makes us feel our age.

CHANCE may send the wind, but effort and preparation spread the sails to receive it.

WRONG is on the surface of human character; but deep in the hearts of men lives a desire to do right.

MANHOOD can never be quite unfettered until liberated from the views of other men.

How much we find we did not know at all, while ascertaining what at last we learn.

THE resolute will of strength scorns compromise with conditions that cannot be overcome.

IT is not well to bare the back of truth in order that a lie may be branded there.

NEGLECT and incapacity pays all the wages of competency and responsibility.

MANHOOD.

BY ARTHUR G. LEWIS.

Looking toward the dawning day,
Helping some weary fellow along,
Showing the blind a sun-lit way,
Singing a light heart song,
Speaking the truth to every man,
Keeping our back to the West;
Trusting that God will understand,
And hoping for the best.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE JUNE 2, 1907 EASTWARD	No. 504 DAILY	No. 526 EXCEPT SUNDAY 8 HOUR	No. 522 DAILY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 8 HOUR	No. 508 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
LV. WASHINGTON, NEW UNION STA ..	7.00	9.00	9.00	11.00	1.00	3.00	6.00	8.00	11.30	2.62
LV. BALTIMORE, CAMDEN STATION ..	7.66	9.60	9.62	11.50	1.66	3.48	6.00	9.00	12.36	3.46
LV. BALTIMORE, MT. ROYAL STATION ..	8.00	9.64	9.67	11.64	1.69	3.62	6.06	9.06	12.44	3.61
AR. PHILADELPHIA ..	10.16	11.62	12.11	2.02	4.06	6.60	8.19	11.46	3.06	6.00
AR. NEW YORK, LIBERTY STREET ..	12.36	2.00	2.30	4.16	6.30	8.00	10.40	3.20	6.40	8.32
AR. NEW YORK, 230 STREET ..	12.46	2.10	2.40	4.26	6.46	8.10	10.50	6.33	6.33	8.43
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE JUNE 2, 1907. WESTWARD	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 8 HOUR	No. 509 "ROYAL LIMITED" DAILY 8 HOUR	No. 503 DAILY	No. 511 DAILY
	PM	AM	AM	AM	AM	PM	PM	PM	PM
LV. NEW YORK, 230 STREET ..	11.60	-----	7.60	9.60	11.60	1.50	3.60	6.60	6.60
LV. NEW YORK, LIBERTY STREET ..	1.30	-----	8.00	10.00	12.00	2.00	4.00	6.00	7.00
LV. PHILADELPHIA ..	4.16	8.16	10.17	12.30	2.17	4.16	6.12	8.36	9.21
AR. BALTIMORE, MT. ROYAL STATION ..	6.45	10.60	12.13	2.43	4.16	6.09	8.09	10.60	11.23
AR. BALTIMORE, CAMDEN STATION ..	6.60	10.66	12.17	2.47	4.20	6.13	8.13	10.66	11.27
AR. WASHINGTON, NEW UNION STA ..	7.60	11.46	1.12	3.60	6.20	7.00	9.00	12.00	12.22
	AM	AM	PM	PM	PM	PM	PM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

EFFECTIVE JUNE 2, 1907. WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY
								NOTE.
LV. NEW YORK, 230 STREET ..	9.60 AM	11.60 AM	N 3.60 PM	6.60 PM	7.60 AM	11.60 PM	6.60 PM	-----
LV. NEW YORK, LIBERTY STREET ..	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM	-----
LV. PHILADELPHIA ..	12.30 PM	2.17 PM	6.12 PM	8.36 PM	10.17 AM	4.16 AM	9.21 PM	-----
LV. BALTIMORE, MT. ROYAL STATION ..	2.43 PM	4.18 PM	8.09 PM	10.60 PM	12.13 PM	7.46 AM	11.23 PM	-----
LV. BALTIMORE, CAMDEN STATION ..	3.00 PM	4.30 PM	8.00 PM	11.06 PM	12.22 PM	8.00 AM	11.32 PM	-----
LV. WASHINGTON, NEW UNION STA ..	4.06 PM	6.30 PM	9.10 PM	12.40 AM	1.22 PM	9.10 AM	12.30 AM	-----
AR. DEER PARK HOTEL ..					7.13 PM			-----
AR. PITTSBURG ..			6.46 AM		9.42 PM	6.20 PM	8.60 AM	LV 6.36 PM
AR. CLEVELAND ..			12.00 NN					-----
AR. WHEELING (EASTERN TIME) ..		6.36 AM				9.00 PM		LV 6.30 PM
AR. COLUMBUS (CENTRAL TIME) ..		8.46 AM						10.16 PM
AR. CHICAGO ..		5.16 PM			9.46 AM	8.30 AM		8.30 AM
AR. CINCINNATI ..	8.06 AM			6.36 PM		1.46 AM		-----
AR. INDIANAPOLIS ..	11.46 AM			10.36 PM		6.36 AM		-----
AR. LOUISVILLE ..	11.60 AM			9.30 PM		7.10 AM		-----
AR. ST. LOUIS ..	6.27 PM			7.28 AM		1.40 PM		-----
AR. OHATTANOOGA ..	6.16 PM			6.30 AM				-----
AR. MEMPHIS ..				8.16 AM				-----
AR. NEW ORLEANS ..	8.46 AM			8.10 PM				-----

Through Pullman Sleepers to all points. + Except Sunday. N—Connection east of Philadelphia is made with No. 509, "Royal Limited." Note.—Direct connection at Cumberland with Train No. 55 from points east.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE JUNE 2, 1907. EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 OUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY
LV. CHICAGO ..			6.00 PM	10.40 AM			8.30 PM
LV. COLUMBUS ..				7.00 PM			
LV. WHEELING (EASTERN TIME) ..		6.00 PM		12.26 AM			10.60 AM
LV. CLEVELAND ..			8.30 PM		2.50 PM		
LV. PITTSBURG ..			8.00 AM		9.30 PM		
LV. ST. LOUIS ..	* 9.00 AM	1.45 AM				* 6.00 PM	1.16 PM
LV. LOUISVILLE ..	2.10 PM	8.10 AM				9.28 PM	
LV. INDIANAPOLIS ..	3.00 PM	* 8.06 AM				4.12 AM	
LV. CINCINNATI ..	* 6.36 PM	12.10 PM				8.00 AM	
LV. NEW ORLEANS ..		9.10 AM				8.16 PM	
LV. MEMPHIS ..		8.40 PM				1.00 PM	
LV. CHATTANOOGA ..	6.20 AM	10.30 PM					
LV. DEER PARK HOTEL ..			10.16 AM				
AR. WASHINGTON, NEW UNION STA ..	12.40 PM	8.30 AM	4.42 PM	12.30 PM	6.41 AM	2.37 AM	10.25 PM
AR. BALTIMORE, CAMDEN STATION ..	1.47 PM	7.60 AM	6.60 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM
AR. BALTIMORE, MT. ROYAL STATION ..	1.69 PM	8.00 AM	6.06 PM	1.69 PM	8.00 AM	3.61 AM	12.44 AM
AR. PHILADELPHIA ..	4.06 PM	10.16 AM	8.19 PM	4.06 PM	10.16 AM	6.00 AM	3.06 AM
AR. NEW YORK, LIBERTY STREET ..	6.30 PM	12.36 PM	10.40 PM	6.30 PM	12.36 PM	8.32 AM	6.40 AM
AR. NEW YORK, 230 STREET ..	6.46 PM	12.46 PM	10.50 PM	6.46 PM	12.46 PM	8.43 AM	6.33 AM

Through Pullman Sleepers from all points. * Daily. + Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

**ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.**

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Drawing Room Sleeping Car New York to Chicago. Dining Car, a la carte, New York to Philadelphia.

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Parlor Car New York to Philadelphia. Drawing Room Buffet Sleeping Car New York to Washington.

**Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.**

WESTWARD.

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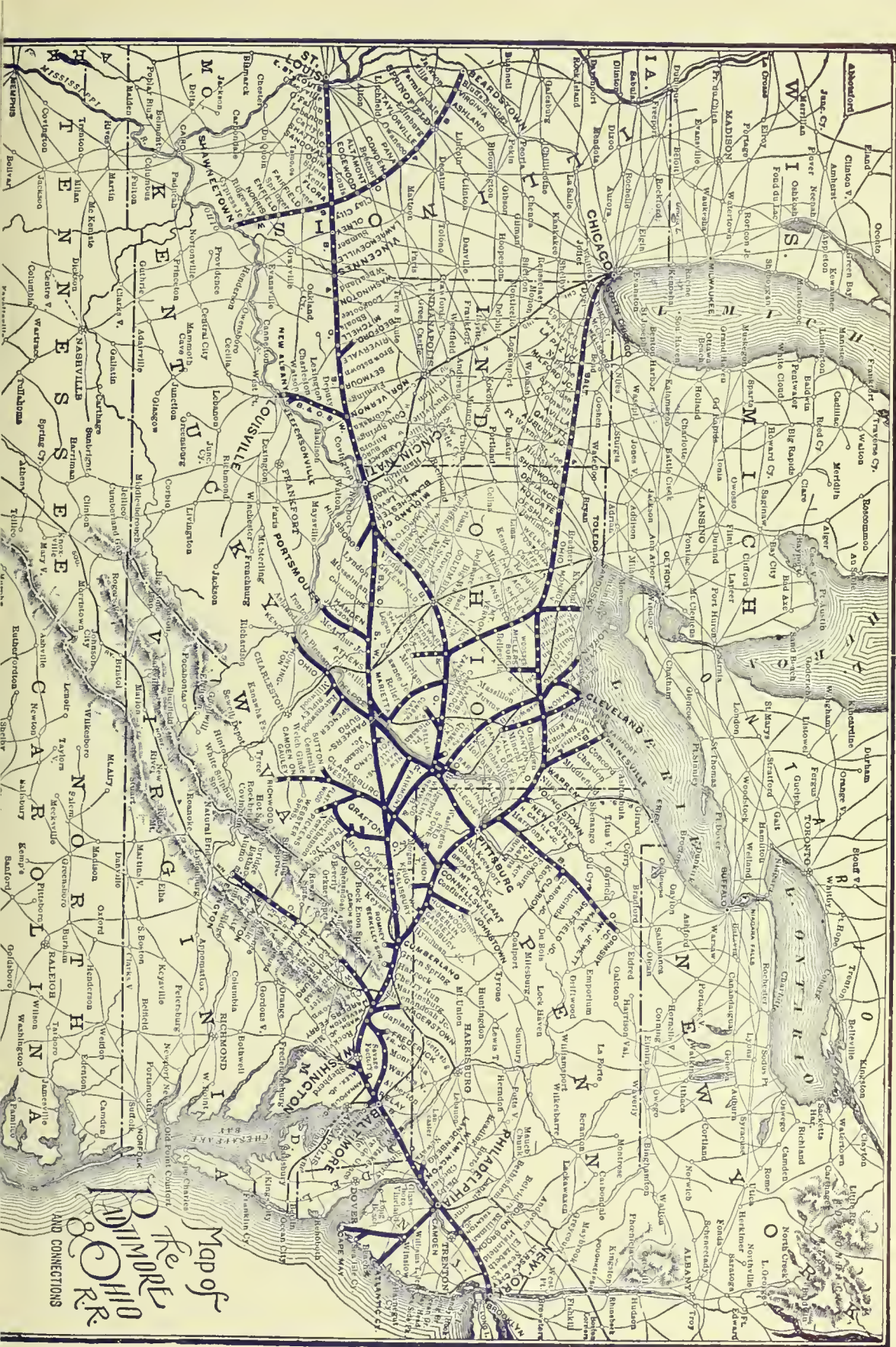
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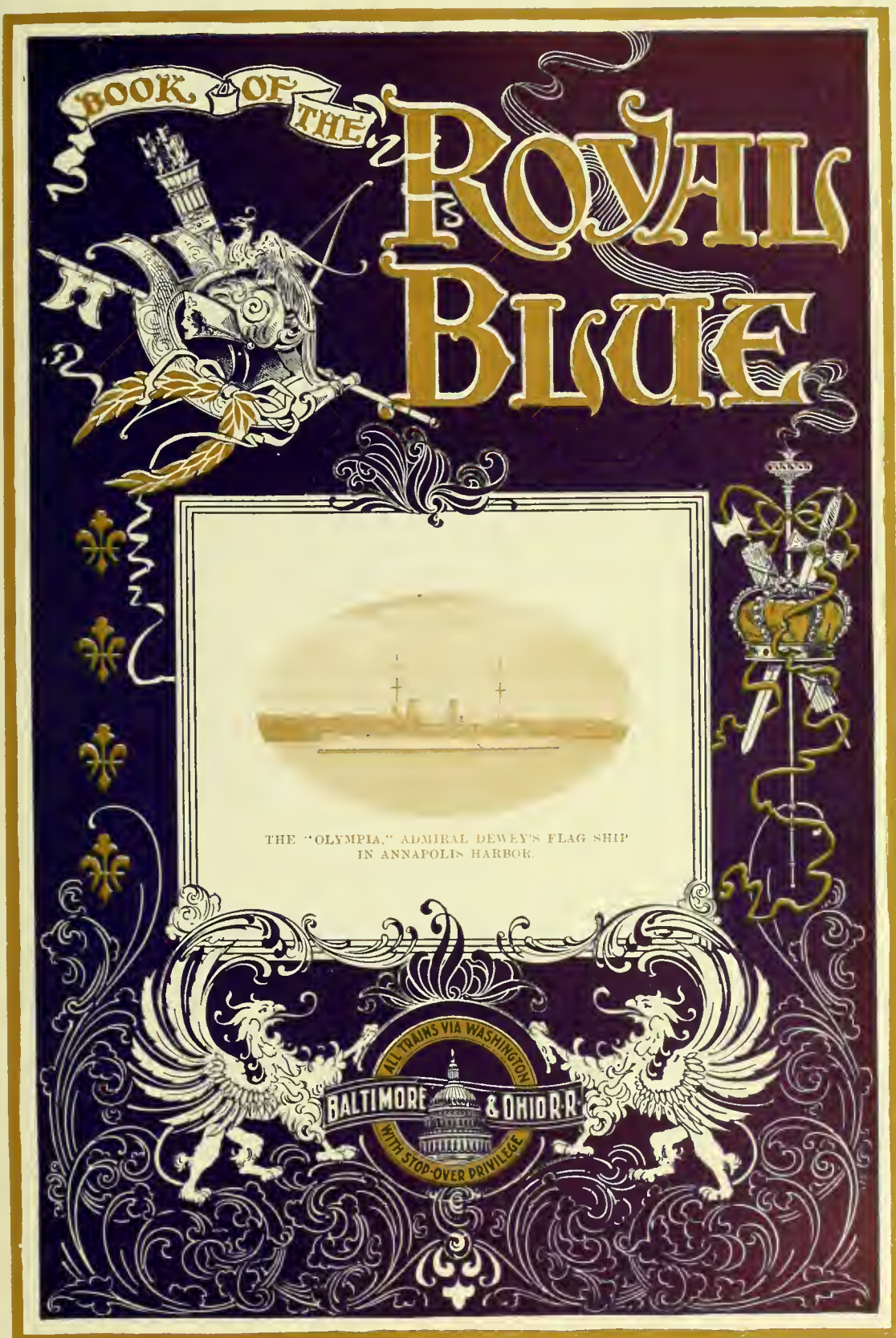


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WILLIAM ELLIOTT LOWES, EDITOR.

VOL. XI.

BALTIMORE, DECEMBER, 1907.

No. 3.



BANCROFT HALL, THE ARMORY AND SEAMANSHIP BUILDING FROM THE WATER FRONT.

The United States Naval Academy

By ELIHU S. RILEY

THE DAWN OF THE OFFICIAL DAY AT THE
NAVAL ACADEMY.



OOM! sounds the reveille gun at six in the morning and the echoes of the Severn carry the roar of artillery to the Chesapeake, and its waves bear it on toward the Atlantic.

"Rah! rah! ta-r-a-h!" blares the bugle in quarters, and "All up in this corridor!" call the captains of companies, and Bancroft Hall is alive with active humanity, and the work of the Naval Academy has begun for the day.

"What is the Naval Academy?" It is the training school of the nation to instruct young men in the professional knowledge that they require to become efficient officers of the American Navy. It has no other mission. All other instruction, outside of this pale, is incidental. It is true that the authorities of the school teach the young men to be manly in their characters; they provide instructors and means to make them robust in health; and the government furnishes them with a chaplain to point them

to the straight and narrow way; but these are the adjuncts appendant to the main object of the Academy. An officer to be capable in the service must be a man of moral character, robust health and manly attributes. To be capable and successful he must possess this trio as well as the technical knowledge of his profession. This the Naval Academy gives him.

While this description has been in progress, the inspecting officers have begun their rounds. Immediately upon gun-fire, they, in their several sections, give a quick rap on the room door of the midshipmen, and instantly open it, and the midshipmen in the room, two to an apartment, are expected, under penalty, to be up, and in their night robes, to stand at "attention!" to the officer. Then he passes on to the next room, and so in regular procession to the end of his round. A half hour later a second inspection occurs. Then the midshipman must be dressed, his windows open, and his bed-clothes turned down for airing.

At twenty minutes to seven the bugle sounds for the first formation, roll-call and breakfast. At the end of the meal the



THE GRAND CHAPEL IN COURSE
OF COMPLETION.

chaplain recites the prayers of the day. The brigade files out of the mess hall, and there is a mighty scurrying of feet to take midshipmen up to their rooms to sweep up, make beds, and put their apartments in order for the third inspection, which means that everything must be in proper place. The navy fixes responsibility on the midshipmen in dereliction, if the room or anything in it be out of order by making the midshipmen, in alternate order, take the care for a week at a time of their rooms.

The midshipmen have their ways. Some of them have the rising act so well in hand that they can stay in bed and sleep until the inspecting officer knocks at the door of their next door neighbor, and then be up in time to answer inspection when the officer reaches their room.

THE WORK OF THE DAY.

At eight o'clock the bugle sounds for recitations and study hours. If the schedule shows that a midshipman has a recitation, he joins his section and marches off for the section room. If he have none, he remains in his room to study. Each period is an hour, and from 8.00 to 12.30 the midshipman is engaged in studies or recitations. At that hour there is formation for dinner, and at 1.30 p. m. studies and recitations begin again and continue until 4.00, when practical exercises commence. These may be in artillery or infantry drills, or in seamanship on the U. S. Ship Severn, or boats under oars, cutters under sail, or launches under steam. If it be winter, it

may be lessons in tying of knots or splicing ropes, drills in the armory, or exercises in the gymnasium.

In all these the midshipmen are held down to hard work, and it must be done in an efficient manner. Falling overboard is a misdemeanor when carelessly done. In one of the boat drills a midshipman fell overboard. It was with difficulty that he was rescued. The next morning he found himself on the report "for falling overboard in a lubberly manner."

At 5.30 p. m. the drills are at an end, and the midshipman has until 7.00 to himself, unless, indeed, he has a button to sew on his clothes, an explanation to write, or his uniform to clean, and more besides possibly, unless he belongs to one of the athletic teams. Then he is not his own, but must come down to severe exercise, whether it is to his wishes or not. At 7.00 he has his supper, and at 7.25 the call is for another study period, when he goes to his room for two hours of "boneing," as the midshipmen call hard mental work.

At half-past nine the gun fires, and the midshipman feels free for thirty minutes. Then Bancroft Hall represents a stirred beehive. The bands are unloosed for the first time in the day, for almost every midshipman has something insistent to do during the day when not at study or recitations. From one room to the other the midshipmen go to see each other. A minute here in a chat, a moment there scanning a newspaper, a few seconds in the corridor, and then to another room for an exchange of compliments,



THE MEMORIAL TO DEPARTED
HEROES.



THE U. S. SHIP SEVERN, THE PRACTICE SHIP OF THE MIDSHIPMEN.

when, lo, too soon, taps are sounded and "all lights out" rings down the corridor, and the inspecting officer begins his tour to see that all are in bed.

Now a midshipman who has not yet made perfect his knowledge of his lesson for the first period in the morning may jump in bed, jackets and slippers on, cover himself up, and when "accounted for" rise, make a light, and pursue his studies far in the night, and be ready for his initial recitation.

THE RESULTS OF THIS EDUCATION.

Admiral McNair, in turning the first sod of the new Naval Academy, in 1899, said that, until the Spanish-American war, the country did not know what the Naval Academy was doing. The naval battles of the civil war had been fought by commanders who had entered the Navy before the Naval Academy had been established.

It is self-evident that the country found out that the Naval Academy had equipped for the service men of capacity, courage and enterprise. Dewey, Schley, Sampson, Cook, Clarke, Philip, Wainwright, Hobson and Bagley were all products of the Naval Academy education. Victor Blue, who "carried the letter to Garcia," was also a graduate of the Naval Academy, and most of the officers of the Navy were, too.

The country then woke up to the value of the naval school on the banks of the Severn. After an almost successful attempt to remove the Academy from Annapolis, to stem the strong current of such effort the Hon. William McIntire, of Baltimore City, then in Congress, did heroic and successful work. The motion was made by Congress-

man Mudd to appropriate \$500,000 to begin the work of improving the Naval Academy.

THE IMPROVEMENT OF THE NAVAL ACADEMY.

The Matthews Commission several years before this had called specific and emphatic attention to the condition of the Naval Academy. This board said it was not a Naval Academy, but a conglomeration of dilapidated buildings, erected from time to time as necessity required it. The Navy Department sent up Mr. Endicott to inspect it. He went from place to place in silence. He found the upper quarters of the midshipmen in dangerous condition. In one place the wall was discovered to be several feet out of plumb. An eye witness relates that he stepped back from the leaning corner with alacrity when he had completed his examination. From dilapidation to dilapidation he went in silence, until he reached the storehouse, where, in order to protect the stores in it from the weather, a roof had been built inside the house itself, to save the goods from the leakage in the upper roof. Then the official silence was broken, and Inspector Endicott observed to now Admiral Ross, who had accompanied him as the official representative of the Academy,—"Well, you do need a new storehouse."

When the work had been finished and the true condition of the Naval Academy buildings ascertained, Admiral Ross, in charge of the Academy grounds, gave the resident correspondent of *The Baltimore American* a complete account of the condition of the buildings of the Academy, with the observation: "Now you may go ahead and publish

it abroad as much as you wish." *The American* was the first paper in the Union that had the official statement of the state of these worn out buildings.

Congressman Mudd was successful, notwithstanding the point of order made against his motion, and the half million was added to the naval appropriations for the improvement of the Naval Academy. This commenced the millions that have been since spent in erecting the splendid buildings that compose the new Naval Academy.

THE AREA OF THE NAVAL ACADEMY.

The Naval Academy is situated on the Severn River, two miles from its entrance into the majestic Chesapeake Bay. From the facade of Bancroft Hall fifty square miles of hold and navigable waters spread out before the vision. The navies of the world could ride at anchor in the roads of Annapolis. The scenery surrounding the Academy is picturesque and beautiful.

The area of the Naval Academy proper comprises two hundred acres of land which lie in the shape of a quadrilateral, three of its sides being upon the water. These grounds adjoin the corporate limits of Annapolis. It is but one step from Maryland Avenue, Annapolis, to the Main Walk, Naval Academy. Adjacent to the Naval Academy and attached to it by a bridge, is the "Government Farm," consisting of 114 acres. On this is located the quarters of the Marine Guard of the Naval Academy and the School of Application for the education of officers for the Marine Corps.

On the opposite side of the Severn is Fort Madison and its grounds appendant of 90 acres. On these are located the 1,000-yard rifle range used by the midshipmen and other military bodies of the United States. The Academy has no water area specially its own; but the broad Severn two miles wide bounds it on the east of the Academy, on the northeast side of the school it is nearly a mile wide, and the Chesapeake Bay, eight miles in width, stretches eastwardly fifty miles and southwestward a hundred and fifty to the Atlantic. These afford the Academy all the sea-room it needs for practice in small boats under oars, cutters under sail, launches under steam, and great gun practice with its turreted ironclads.

THE BUILDINGS OF THE NEW NAVAL ACADEMY.

The first sod of the new Naval Academy was turned on April 24, 1899. The officer who lifted this turf from its place when the great work began, was the one most appropriate. He was then the oldest living graduate of the Naval Academy in the active service of this country.

Ten years was the period allotted for the completion of the work. Practically this vast architectural feat has been accomplished. Every new building contemplated in 1899 has been completed except the power house, which is well under way.

The buildings of the Naval Academy are grouped for economy in time in the practical working of the Academy. The main group consists of Bancroft Hall, the Armory



CHARLES J. BADGER, SUPERINTENDENT OF NAVAL ACADEMY.



WILLIAM S. BENSON, COMMANDANT OF MIDSHIPMEN, NAVAL ACADEMY.



THE LIBRARY—CENTER OF ACADEMIC GROUP.

and Seamanship Building. These are located on the southeast side of the grounds and face the Chesapeake. Before this group lies a magnificent parade ground, on the northeast corner of which rises old Fort Severn, built in 1808. Bancroft Hall, the quarters of the midshipmen, is 630 feet long, and 350 feet wide. It has 900 rooms in it. The Armory is 400 feet long, and 110 wide. The Seamanship Building has the same dimensions. The Armory and Seamanship Building are connected by covered ways with Bancroft Hall, making an edifice 1,280 feet in extent, and being the longest building in the world.

A second group of buildings is composed by the Grand Chapel, the Administration Building, where the Superintendent has his office, and the Superintendent's Residence. The Academy Chapel is 180 feet by 180, and has a height of 168 feet. Its symmetrical dome, surmounted by a cupola and spire, presents a splendid spectacle.

The Academic group is composed of the Library, the buildings for the Department of Physics and Chemistry and the Department of Mathematics and Mechanics. This group is connected and has an extent of 400 by 350 feet. Next to the chapel, the Library Building is the most beautiful in the Academy.

The Steam-Engineering Department



THE ARMORY AND DRILL HALL.

Buildings comprise a fourth group. This is composed of the main building of the Department, its annex and the power house. The latter is 200 by 100 feet.

The fifth group is residential. This consists of handsome rows of houses extending from the Severn to Dorsey's or College Creek, and is about one mile in length. There is a break between Sampson Row on the southeast and Upshur Row on the northwest, but it is expected that a generous Congress will appropriate the money to purchase the three squares in Annapolis that alter the straight line of Academic boundaries and which prevent the union of these separate rows of buildings. They are occupied now by officers attached to the Academy.

THE WORK AND FUTURE OF THE NAVAL ACADEMY.

The Naval Academy was established October 10, 1845, James K. Polk being



BANCROFT HALL.

President and George Bancroft Secretary of the Navy. In the past the Academy has equipped officers who went forth from its halls prepared to meet in battle array the best naval forces of the nations. The Academy has obtained an unquestioned reputation as "the best naval school in the world." The officers of the American Navy have the confidence of the country. The people rely implicitly on their ability, courage and fidelity in the hour of the country's peril and danger. They have proved themselves capable in battle, and have given a Mahan to philosophic history; a Beehler and Fiske to invention; a DeLong and a Danenhower to exploration.

It is the aim of the Naval Academy to educate its students in all that they will need to become competent naval officers; to keep them in the forefront of nautical knowledge, and to make them masters of the art of maritime warfare. It goes without saying



STEAM ENGINEERING BUILDING.



ADMINISTRATION BUILDING.

that the Academy inculcates the solemn duty upon its graduates to be gentlemen as well as officers. The Academy neglects nothing that a midshipman will require to know when he reaches the estate of a commissioned officer. While the youngest class will be found learning on the spars of the U. S. Ship Severn the basal principles of handling a boat under sails, the Seniors will be seen diving in the depths of the Chesapeake in the submarine, laying mines from bank to bank of the river, or firing great guns from ships under steam.

Equipped with two modern languages besides his own, learned in the law of nations, grounded in the facts of ancient and modern history, instructed in the art of speaking and writing the English language correctly, polished by experience and a practical chemist, an electrician, a patternmaker, a machinist, an engineer, a boilermender and a smith, a draftsman and a foot-soldier as well as a seaman, the graduate of the Naval Academy has a diploma of which any man might be proud and a future before him that any patriotic American youth may envy.

Emancipation

By REV. MALTBIE D. BABCOCK

Why be afraid of Death, as though your life were breath?
Death but anoints your eyes with clay. O glad surprise!

Why should you be forlorn? Death only husks the corn.
Why should you fear to meet the thresher of the wheat?

Is sleep a thing to dread? Yet sleeping, you are dead
Till you awake and rise, here or beyond the skies.

Why should it be a wrench to leave your wooden bench,
Why not with happy shout run home when school is out?

The dear ones left behind! O foolish one and blind.
A day—and you will meet a night—and you will greet!

This is the death of Death, to breathe away a breath
And know the end of strife, and taste the deathless life,

And joy without a fear, and smile without a tear,
And work, nor care to rest, and find the last the best.

The Songs We Loved in Infancy

By CHARLES L. SHIPLEY



HO of the human race, in the full enjoyment of God-given civilization and Christianity, has not at some time been stirred to the depths of his soul on hearing some familiar hymn or song of childhood days? Much pity for him whose environment of early days passed his life over that period of impressionable sentiment, and more pity for him who has grown to forget in the mad rush of fortune hunting.

Many of the old songs come down to the present generation loaded with the dust of years, but when this dust is brushed aside, and their familiar melodies bring in review reminiscences of "days gone by," they stand forth in glittering colors and are dearer than ever on account of their age and the pleasant memories they revive.

"Long, long be my heart with such memories filled,
Like the vase in which roses have once been distilled;
You may break, you may shatter the vase if you will,
But the scent of the roses will cling to it still."

In compiling a list of these old-time favorites, perhaps the most appropriate one to head the collection is the one that has gained a world wide influence and moved hundreds of thousands to honest tears by its sweetness of pathos and sentiment. It is John Howard Payne's "Home, Sweet Home."

Home! What a volume of meaning in that one word—what recollections—what sentiment. There is no word so dear to the human heart, or that sends through the mind such a flood of pleasant recollections as the word "home."

"What pleasant recollections," says a writer, "are linked with home. Time cannot wipe from our minds the joyous hours of youthful innocence spent in the home of our childhood. Though we may roam the wide world over and look upon that which is great and grand both in art and nature, the scenes of our childhood which come so often and so vividly to our minds are more glorious and more precious to us than anything else.

"Home of our childhood! how affection clings
And hovers 'round thee with seraph wings!
Dearer thy hills, though clad in autumn brown,
Than fairest summits which the cedars crown.

"Whatever else we forget we cannot forget the place of our birth, we cannot forget the many happy days spent with brothers and sisters in the old homestead, we cannot forget our father's loving counsel and our mother's anxious prayers."

'Mid pleasures and palaces though we may roam,
Be it ever so humble, there's no place like home!
A charm from the skies seems to hallow us there,
Which, seek through the world, is ne'er met with else-
where.

Home! home! sweet, sweet home!
There's no place like home! There's no place like
home!

An exile from home, splendor dazzles in vain—
Oh! give me my lowly thatch'd cottage again!
The birds, singing gayly, that came at my call—
Give me them!—with the peace of mind, dearer than all.

Home! home! sweet, sweet home!
There's no place like home! There's no place like
home!

Thus sang Payne and millions of other men and women have sung in the past and will in the future.

Following closely after "Home, Sweet Home," we cannot choose a more appropriate second tribute than the one whose composer passed his declining years in want and distress, while others enjoyed the money reaped in harvest from its sales.

It is "Kathleen Mavourneen," which will remain an ever living power in the realm of human sentiment as long as the memory of man cherishes and transmits from generation the recollections of the universal human heart. The poem itself was not written by Frederick Nichols Crouch, the composer of its melody. It was written by a Mrs. Marion Crawford, and was first published in an English magazine. A dreamer by nature, and possessed of the natural Celtic ear for music, and the Celtic's proverbial appreciation of romance and sentiment, the words appealed to his heart; he read them over and over again, and each time he read them the more they fascinated him.

At once came the melody like a burst of inspiration. The song was born. Crouch wrote out the music and took it to a firm of music dealers who saw in it at a glance the peculiar charm of the song that would easily win them a fortune. Their secret estimate of the piece they carefully kept to themselves, however, and offered Crouch just £5, or \$25 for it. He accepted it without the least realization that he was turning over

to them a handsome fortune. It was the same old story of genius. They took the song, published it, and grew rich; he with mind and body shattered, neglected and almost helpless, died in poverty in one of the back streets of Baltimore city.

The following are the lines familiar to almost the entire civilized world:

Kathleen Mavourneen! The gray dawn is breaking,
The horn of the hunter is heard on the hill;
The lark from her light wing the bright dew is shaking—

Kathleen Mavourneen! What! Slumbering still?
Oh, hast thou forgotten this day we must part?
It may be for years and it may be forever—
Oh, why art thou silent, then, voice of my heart?

Kathleen Mavourneen! Awake from thy slumbers!
The blue mountain's glow in the sun's golden light:
Ah! Where is the spell that once hung on my numbers?
Arise in thy beauty, thou star of my night!
Mavourneen, Mavourneen, my sad tears are falling
To think that from Erin and thee I must part;
It may be for years and it may be forever,
Then why art thou silent, thou voice of my heart?

In speaking of this song a writer a few years back says: "Not long ago Patti sung this song in London, and the next day the London papers blazed with great editorials about the beautiful value of music to mankind. The voice of Patti, the tenderness of the words, and the complete oneness of the sentiment in words and music set the metropolis of the world on fire. The scene at the theatre was remarkable. Men and women looked at one another with tears streaming down their faces and blinding their eyes. * * * In the glory of that brilliant scene no one thought of the composer, or, say, no one thought of him as a helpless old man, living almost in squalor in a back street of an American city."

Professor Crouch died in the winter of 1896, and is interred in Loudon Park Cemetery, Baltimore, Md. At his interment his beloved "Kathleen Mavourneen" was sung as his requiem.

Don't you remember sweet Alice, Ben Bolt?
Sweet Alice whose hair was so brown,
Who wept with delight when you gave her a smile
And trembled with fear at your frown?

Don't you remember? What three words in our language imply so much in their meaning, as they have echoed down the long aisles of the past of over a half century ago when the late Thomas Dunn English made use of them in forming the first stanza of a poem that stands second only to "Kathleen Mavourneen"?

When Dr. English wrote "Ben Bolt" in 1842 he little reckoned that fifty years later his song would have such a revival before

the world that its merits would be praised and admired by the hundreds and thousands of the second generation following his day. Such has been the case, however, since the advent of the famous "Trilby," from the pen of the late Du Maurier.

English was a physician, journalist, author of several novels, playwright, and a poet of considerable promise. But of all his various pursuits and numerous productions the keystone of his fame rests upon the sweet, pathetic and reminiscent verses of "Ben Bolt."

The Doctor was requested by a friend, the editor of a magazine, who was acquainted with his poetic powers, to write a poem of sea life, or some little song of the sea. The poet informs us that in thinking over the subject and realizing the difficulty of composing a fit poem his mind drifted back into the past in a reminiscent mood, and hardly knowing what he was doing, he composed the song as it now stands, with the exception of the last four lines. Reaching this point he became conscious of his promise to write a sea poem, and of the fact that he had not done so. Then, as closing, he added the verse:

Twelve months twenty have passed, Ben Bolt,
Since first we were friends—yet I hail
Thy presence a blessing, thy friendship a truth.
Ben Bolt of the salt sea gale.

The poem was now finished, but, not being satisfied, English sent it to his friend, asking him to destroy it if it did not suit him.

It is needless to repeat that the poet's friend was pleased and that its publication immediately followed, and "Ben Bolt" became another example, among hundreds produced by tongue or pen, of a success attained when least expected.

BEN BOLT.

Don't you remember sweet Alice, Ben Bolt?
Sweet Alice whose hair was so brown,
Who wept with delight when you gave her a smile
And trembled with fear at your frown?
In the old churchyard in the valley, Ben Bolt,
In a corner obscure and alone,
They have fitted a slab of the granite so gray.
And Alice lies under the stone.

Under the hickory tree, Ben Bolt
Which stood at the foot of the hill,
Together we've lain in the noonday shade
And listen'd to Appleton's mill.
The mill-wheel has fallen to pieces, Ben Bolt,
The rafters have tumbled in,
And a quiet which crawls round its walls as you gaze,
Has follow'd the olden din.

Do you mind the cabin of logs, Ben Bolt,
At the edge of the pathless wood,
And the button-ball tree with its motley limbs,
Which nigh by the door step stood?
The cabin to ruin has gone, Ben Bolt,
The tree you would seek in vain;
And where once the lords of the forest waved,
Grows grass and the golden grain.

And don't you remember the school, Ben Bolt,
 With the master so cruel and grim,
 And the shaded nook in the running brook,
 Where the children went to swim?
 Grass grows on the master's grave, Ben Bolt,
 The spring of the brook is dry,
 And of all the boys who were schoolmates then,
 There are only you and I.

There is change in the things I loved, Ben Bolt,
 They have changed from the old to the new;
 But I feel in the deeps of my spirit the truth,
 There never was change in you.
 Twelve months, twenty have passed, Ben Bolt,
 Since first we were friends—yet I hail
 Thy presence a blessing, thy friendship a truth,
 Ben Bolt of the salt sea gale.

Such was the sad and pathetic refrain that the friend of Ben Bolt sang to him as they sat together in "the noonday shade," and he listened to the sad story of the death of "sweet Alice May," who died with the words of "dear Ben" on her lips. Only a short time after they laid Ben Bolt by the side of her he had loved so well, and both were left to rest in "the old churchyard in the valley."

It became the most popular song of the day, probably having as wide a circulation as any sentimental song ever written. Nelson F. Knease in 1846 wrote the air to which the words are sung, and also sang the song to large audiences all over the country. One Cincinnati publisher sold 60,000 copies of "Ben Bolt" in a short time. Children, ships, dogs and horses were named "Ben Bolt," and drama was written based on the verses. There were "Ben Bolt" marches and parodies and "replies" until the song had a world-wide reputation.

The late George P. Morris, poet, journalist, and writer of sketches, gained a national reputation, and touched the heart of thousands when he wrote "Woodman, Spare that Tree." It was while engaged in journalistic work in New York that he penned these lines, since so dearly loved by all who have read them:

Woodman spare that tree!
 Touch not a single bough;
 In youth it shelter'd me,
 And I'll protect it now,
 'Twas my forefather's hand
 That plac'd it near his cot,
 There woodman let it stand,
 Thy axe shall harm it not!

That old familiar tree,
 Whose glory and renown
 Are spread o'er land and sea,
 And would'st thou hack it down?
 Woodman forbear thy stroke!
 Cut not its earth-bound ties;
 Oh! spare that aged oak,
 Now tow'ring in the skies.

When but an idle boy,
 I sought its grateful shade;
 In all their gushing joy,
 Here, too, my sisters play'd;
 My mother kissed me here;
 My father press'd my hand,
 Forgive this foolish tear,
 But let that old oak stand!

My heart strings round thee cling,
 Close at thy hark, old friend!
 Here shall the wild-bird sing,
 And still thy branches bend.
 Old tree the storm still brave,
 And woodman leave the spot;
 While I've a hand to save,
 Thy axe shall harm it not.

Following closely on the above, the strains of "The Old Oaken Bucket" succeed each other in sweet cadence of rotation, and we are carried back to the "scenes of our childhood," and cherish Wordsworth with thousands of others who have been stirred by the beautiful verses commemorating the scenes of their youth.

THE OLD OAKEN BUCKET.

How dear to this heart are the scenes of my childhood,
 When fond recollection recalls them to view,
 The orchard, the meadow, the deep-tangled wildwood,
 And every loved spot which my infancy knew;
 The wide spreading pond, and the mill which stood by it,
 The bridge, and the rock where the cataract fell,
 The cot of my father, the dairy house nigh it,
 And e'en the rude bucket that hung in the well—
 The old oaken bucket—the iron bound bucket,
 The moss-covered bucket which swung in the well.

That moss covered vessel I hail as a treasure,
 For, often, at noon, when returned from the field,
 I found it the source of an exquisite pleasure,
 The purest and sweetest that nature can yield;
 How ardent I seized it, with hands that were glowing,
 And quick to the white-ebbled bottom it fell,
 Then soon, with the emblem of truth overflowing,
 And dripping with coolness, it rose from the well—
 The old oaken bucket—the iron bound bucket,
 The moss-covered bucket arose from the well.

How sweet from the green mossy brim to receive it,
 As poised on the cord, is inclined to my lips:
 Not a full-blushing goblet could tempt me to leave it,
 Though filled with the nectar that Jupiter sips.
 And now far removed from the loved situation,
 The tear of regret will intrusively swell,
 As fancy revisits my father's plantation,
 And sighs for the bucket which hangs in his well—
 The old oaken bucket—the iron bound bucket,
 The moss-covered bucket which hangs in his well.

Eliza Cook's sweet and tender poem, "The Old Arm Chair," is one that has found a resting place in the hearts of thousands, where its pathetic words have discovered a responsive chord of family sorrow.

THE OLD ARM CHAIR.

I love it, I love it! and who shall dare
 To chide me for loving that old arm chair?
 I've treasured it long as a sainted prize;
 I've bedewed it with tears; I've embalmed it with sighs.
 'Tis bound by a thousand bands to my heart:
 Not a tie will break; not a link will start.
 Would you know the spell? A mother sat there!
 And a sacred thing is that old arm chair.

In childhood's hour I lingered near
The hallowed seat, with listening ear;
And gentle words that mother would give,
To fit me to die and teach me to live.
She told me that shame would never betide
With Truth for my creed, and God for my guide;
She taught me to lisp my earliest prayer
As I knelt beside that old arm chair.

I sat and watched her many a day
When her eyes grew dim and her locks were gray;
And I almost worshipped her when she smiled,
And turned from her Bible to bless her child.
Years rolled on, but the last one sped—
My idol was shattered, my earth star fled!
I learnt how much the heart can bear,
When I saw her die in her old arm chair.

'Tis past! 'tis past! but I gaze on it now,
With quivering breath and throbbing brow;
'Twas there she nursed me, 'twas there she died,
And memory flows with lava tide.
Say it is folly, and deem me weak,
Whilst scalding drops start down my cheek;
But I love it, I love it, and cannot tear
My soul from my mother's old arm chair.

And we can still sing on, play on—but
hush! we bid the strings of our instrument to
pause, for here passes in review in our ears
the sad, soft refrain of "Rock Me to Sleep,
Mother," as played by Elizabeth Akers
Allan; and as the sweet strains flow on we
are carried back in remembrance of some
mother "gone before," and waiting to wel-
come her child when this life is spent.

Backward, turn backward, O Time in your flight
Make me a child again just for to-night!
Mother, come back from that echoless shore,
Take me again to your heart as of yore;
Kiss from my forehead the furrows of care,
Smooth the few silver threads out of my hair,
Over my slumbers your loving watch keep;
Rock me to sleep, mother, rock me to sleep!

Backward flow backward, O tide of years!
I am so weary of toils and of tears—
Toil without recompense, tears all in vain—
Take them and give me my childhood again!
I have grown weary of dust and decay,
Weary of flinging my soul wealth away,
Weary of sowing for others to reap;
Rock me to sleep, mother, rock me to sleep!

Many of America's most celebrated and
endearing lyrics were written just before or
after the late four years' struggle between
the North and South. Their authors have
given expression to their genius in these pa-
thetic ballads of folklore and songs of senti-
ment, which now bring to mind the vanished
days of mirth and sorrow. Among such
poets no name is honored more than that of
Stephen Collins Foster. To him we are
indebted for "My Old Kentucky Home."
This famous old song, like most of his com-
positions written after his mother died, is
tinged with melancholy. He was not born
in the Blue Grass State, but came of South-
ern ancestry, and was in perfect touch with
plantation life.

Foster also wrote that sad bit of melody

so well adapted to the natural pathos of
the negro voice—"Massa's in the Cold
Ground," "Old Folks at Home," etc., but
the "Old Kentucky Home" is, perhaps, the
most popular of his compositions because it
appeals to every heart that cherishes mem-
ories of the far away, old Southern planta-
tion home of his boyhood, and to the author
the writing of it must have been a labor of
love inspired by not only the memories of
his own boyhood passed with the beloved
parents in the dear old home, but also by the
exquisite beauty of the scene upon which his
eyes rested as he wrote it.

The place where "My Old Kentucky
Home" was written was known as "Federal
Hill," and was the residence of the Rowan
family for almost a century. It was six or
seven years before his death that Foster, who
was then not in good health, came and paid a
visit to the Rowans at the earnest solicitation
of the family, and his sister Eliza accompa-
nied him. That was away back in the fifties.

That extended visit was rendered beauti-
ful to the celebrated composer by the world-
famed and proverbial graceful hospitality of
one of the best families of the high bred
South, and it made a deep impression on him
at the time, as it recalled the sweet Southern
home of his own boyhood to his mind, then
rendered especially impressionable by ill
health.

As his pen gave expression to the inspira-
tion that gave birth to the words of the song,
his genius wedded to them the melody that
was most fitting to the theme.

It is not difficult to believe that his inspi-
ration was the partial result of beautiful and
luxurious surroundings, the golden sunshine
of perfect dawns, the moonlight falling
dreamily upon the waving grain and ripen-
ing corn, the idyllic hush of perfect days
resting upon "Federal Hill," broken only
by the happy songs of the darkies lazily per-
forming their duties, or lolling in indolent
ease around the cabins, and the mellow song
of the thrush that sang to the morning.

The days are now past where on the old
Kentucky home 'twas summer, and the dark-
ies all were gay—when the corn-top was
ripe and the meadow in the bloom, and the
birds making music all the day, but wherever
there is a son or daughter of the sunny South
the heart will thrill with sad regret at the
sound of the old plantation melodies, and the
tears will spring at the memories of the days
that were, but that have passed "like a shadow
o'er the heart."

MY OLD KENTUCKY HOME.

The sun shines bright on my old Kentucky home;
 'Tis Summer, the darkies all are gay;
 The corn top's ripe and the meadow's in the bloom,
 While the birds are making music all the day;
 The young folks roll on the little cabin floor,
 All merry, all happy, all bright;
 B-m-By hard times comes a-knocking at the door—
 Then, my old Kentucky home, good night.

CHORUS.

Weep no more, my lady; O, weep no more to-day;
 We'll sing you one song for the old Kentucky home;
 For our old Kentucky home, far away.

They hunt no more for the possum and the coon,
 On the meadow, the hill and the shore;
 They sing no more by the glimmer of the moon,
 On the bench by the old cabin door;
 The day goes by like a shadow o'er the heart,
 With sorrow where all was delight;
 The time has come when the darkies have to part,
 Then, my old Kentucky home, good-night.

The head must bow, and the back will have to bend,
 Wherever the darkies may go;
 A few more days and the trouble all will end,
 In the fields where the sugar canes grow.
 A few more days to tote the weary load—
 No matter, it will never be light;
 A few more days till we totter on the road;
 Then, my old Kentucky home, good-night."

Following fast on "My Old Kentucky Home," there come the sad strains of the "Old Folks at Home," by the same author. We give it in the negro dialect:

OLD FOLKS AT HOME.

Way down upon de Swanee ribber,
 Far, far away,
 Dere's whar my heart is turning ebber,
 Dere's whar the old folks stay.
 All up and down the old creation,
 Sadly I roam,
 Still longing for the old plantation,
 And for the old folks at home.

CHORUS.

All de world am sad and dreary,
 Ebbery where I roam,
 Oh! darkies, how my heart grows weary,
 Far from de old folks at home.

All round de little farm I wandered,
 When I was young,
 Den many happy days I squandered,
 Many de songs I sung.
 When I was playing with my brudder,
 Happy was I,
 Oh! take me to my kind old mudder,
 Dere let me live and die.—Chorus.

The story of "The Lost Chord," a song that has been sung in every quarter of the globe, is one that will live forever. If there ever was such a thing as inspiration this song was inspired. Concerning its origin a celebrated traveler and musician, Colonel R. E. L. Wentling, gives us the following description:

"It was while visiting the house of a noble in England that I first heard the story of the birth of 'The Lost Chord.'

"There are few Englishmen who do not remember Fred Sullivan, the great comic star and brother of the late Sir Arthur Sullivan. He played in all the original Gilbert and Sullivan operas and has never been equaled.

"One day Sir Arthur Sullivan was notified that his brother Fred was very ill. He made every effort to reach the house where his brother was lying at the point of death, but arrived too late to see him alive. The two brothers were devoted to each other and the blow was a bitter one to Sir Arthur. He was closeted with the body of his brother for two hours, at the expiration of which time he came down stairs and went to the piano. Throwing the instrument open, he began to play, and bar by bar, 'The Lost Chord' was evolved. The composer sadly put his new composition on paper and stored it away.

"The song is the wail of a throbbing heart, the grief of desolation. All through its beautiful harmony can be heard the strain of grief. So profound an impression did the association of the song with the death of his brother make on Sir Arthur that even to the day of his death, he had an aversion to hearing it played."

THE LOST CHORD.

Seated one day at the organ, I was weary and ill at ease,
 And my fingers wandered idly over the noisy keys;
 I knew not what I was playing, or what I was dreaming then,
 But I struck one chord of music, like the sound of a great Amen,
 Like the sound of a great Amen.

It flooded the crimson twilight, like the close of an Angel's Psalm,
 It lay on my fevered spirit, with a touch of infinite calm,
 It quieted pain and sorrow, like love overcoming strife,
 It seemed harmonious echo from our discordant life,
 It linked all perplexing meanings into one perfect peace,
 And trembled away into silence, as if it were loth to cease,
 I have sought, but I seek it vainly, that one lost chord divine,
 Which came from the soul of the organ, and entered into mine.

It may be that Death's bright angel will speak in that chord again;
 It may be that only in Heaven, I shall hear that grand Amen.
 It may be that Death's bright angel will speak in that chord again,
 It may be that only in Heaven, I shall hear that grand Amen.

Following closely in the footsteps of "The Lost Chord," we consider the following poem is a perfect facsimile in its purpose to speak from a heart that has suffered in solitude and silence, when cut off from association with the human family.

It is supposed to have been written by Alexander Selkirk, the shipwrecked sailor, the famous "Robinson Crusoe" of our boyhood days, during his solitary abode, two centuries ago, on the Island of Juan Fernandez, west of Chili, South America. It is entitled:

"I AM MONARCH OF ALL I SURVEY."

I am monarch of all I survey,
My right there is none to dispute;
From the centre all round to the sea,
I am lord of the fowl and the brute.
Oh, solitude! where are the charms,
That sages have seen in thy face?
Better dwell in the midst of alarms,
Than reign in this horrible place.

I am out of humanity's reach,
I must finish my journey alone;
Never hear the sweet musick of speech;
I start at the sound of my own.
The beasts that roam over the plain
My form with indifference see;
They are so unacquainted with man,
Their tameness is shocking to me.

Society, friendship and love,
Divinely bestow'd upon man,
Oh, had I the wings of a dove,
How soon would I taste you again!
My sorrows I then might assuage
In the ways of religion and truth;
Might learn from the wisdom of age,
And be cheered by the sallies of youth.

Religion! what treasure untold
Resides in that heavenly world!
More precious than silver or gold,
Or all that this earth can afford.
These vallies and rocks never heard:
Ne'er sigh'd at the sound of a knell,
Or smil'd when a sabbath appear'd.

Ye winds, that have made me your sport,
Convey to this desolate shore
Some cordial, endearing report
Of a land I shall visit no more.
My friends, do they now and then send
A wish or a thought after me?
O tell me I yet have a friend,
Though a friend I am never to see.

How fleet is a glance of the mind!
Compar'd with the speed of its flight:
The tempest itself lags behind,
And the swift-wing'd arrows of light.
When I think of my own native land,
In a moment I seem to be there;
But, alas! recollection at hand
Soon hurries me back to despair.

But the sea-fowl is gone to her nest,
The beast is laid down in his lair;
Even here is a season of rest,
And I to my cabin repair.
There's mercy in every place,
And mercy—encouraging thought—
Gives even affliction a grace,
And reconciles man to his lot.

WHITTIER AND HIS LOVE.

There have been in all ages and all countries men who have loved and suffered for that love, when some unforeseen event occurred to blast their hopes and caused them to lead a single life. The late venerable Quaker poet, John G. Whittier, was one of the unfortunates of this class.

Whittier never married, and anyone who realized the deep loving nature of the poet, whoever looked at the passion shining in his dark, intense eyes, and the tenderness that showed itself around the closely shut lips, could not fail to ask himself what bitter memory made him lead a single life.

In his youth the poet loved and suffered, and the painfulness of his experience shut up his heart and made him live a single life.

When a boy at school he fell in love with a blushing, brown-eyed maiden, and used to carry spelling book and geography back and forth for her from school. As the future poet grew older his attachment deepened, but the young girl, when just on the verge of womanhood, sank into a decline and died.

It is this love of his early youth that years afterward the poet immortalized in the following beautiful verses, that are known to the girls and boys of this and foreign countries:

Still sits the school house by the road,
A ragged beggar sunning;
Around it still the sumachs grow,
And blackberry vines are running.

Within the master's desk is seen,
Deep scarred by raps official;
The warping floor, the battered seat,
The jackknife's carved initial.

The charcoal frescoes on its wall;
Its door's worn sill betraying
The feet that, creeping slow to school,
Went storming out in playing.

Long years ago a winter sun
Shone over it at setting,
Lit up its western window panes
And low eave's icy fretting.

It touched the tangled, golden curls
And brown eyes full of grieving
Of one who still her steps delayed,
When all the school were leaving.

For near her stood the little boy
Her childish favor singled,
His cap pulled low upon a face
Where pride and shame were mingled.

Pushing with restless feet the snow
To right and left, he lingered,
As restlessly her tiny hand
The blue checked apron fingered.

He saw her lift her eyes; he felt
The soft hand's light caressing,
And felt the trembling of her voice,
As if a fault confessing.

"I'm sorry that I spelt the word;
I hate to go above you.
You see"—the brown eyes lower fell,—
"You see, because I love you."

Still memory to a gray-haired man
That sweet child face is showing.
Dear girl, the grasses on her grave
Have forty years been growing.

He lives to learn in life's hard school
How few who pass above him,
Lament their triumph and his loss
Like her—because they love him.

Another touching poem by the late George P. Morris, is that entitled "My Mother's Bible," and is one of touching and tender pathos:

MY MOTHER'S BIBLE.

This book is all that's left me now!
Tears will unbidden start—
With faltering lip and throbbing brow
I press it to my heart.
For many generations past,
Here is our family tree;
My mother's hands this Bible clasp'd;
She, dying, gave it me.

Ah! well do I remember those
 Whose names these records bear,
 Who round the hearth-stone used to close
 After the evening prayer,
 And speak of what these pages said,
 In tones my heart would thrill!
 Though they are with the silent dead,
 Here are they living still!

My father read this holy book
 To brothers, sisters dear;
 How calm was my poor mother's look,
 Who lean'd God's word to hear!
 Her angel face—I see it yet!
 What thronging memories come!
 Again that little group is met
 Within the halls of home!

Thou truest friend man ever knew,
 Thy constancy I've tried;
 Where all were false I found thee true—
 My counselor and guide.
 The mines of earth no treasure give
 That could this volume buy:
 In teaching me the way to live
 It taught me how to die.

For a rattling, jingling old poem, relating to old reminiscences and reminders of "days gone by," we cannot select a better one than that composed by the late Oliver Wendell Holmes, and entitled "Bill and Joe:"

Come, dear old comrade, you and I
 Will steal an hour from days gone by—
 The shining days when life was new
 And all was bright as morning dew—
 The lusty days of long ago
 When you were Bill and I was Joe.

Your name may flaunt a titled trail,
 Proud as a cockerel's rainbow tail,
 And mine as brief appendix wear
 As Tam o' Shanter's luckless mare;
 Today, old friend, remember still
 That I am Joe and you are Bill.

You've won the great world's envied prize,
 And grand you look in people's eyes,
 With H O N and L L D
 In big, brave letters, fair to see—
 Your fist, old fellow! Off they go!
 How are you, Bill? How are you, Joe?

You've worn the judge's ermined robe;
 You've taught your name to half the globe;
 You've sung mankind a deathless strain;
 You've made a dead past live again—
 The world may call you what it will,
 But you and I are Joe and Bill.

No matter; while our home is here
 No sounding name is half so dear;
 When fades at length our lingering day,
 Who cares for what pompous tombstones say?
 Read on the hearts that love us still,
Hic jacet Joe. Hic jacet Bill.

A few years ago while wandering over the scenes of our boyhood days, and viewing places where years ago were passed some of the most pleasant hours of our life, the following lines of a distinguished poet flashed through our mind, and we cannot better express our feelings than to give expression to them in the sad little ballad of "Twenty Years Ago."

TWENTY YEARS AGO.

I have wandered to the village, Tom, I've sat beneath
 The tree
 Upon the school house playground, which sheltered
 you and me;
 But none are left to know me, Tom, and few are left
 to know
 That played upon the green just twenty years ago.

The grass is just as green, dear Tom; barefooted boys
 at play
 Are sporting just as we were then, with spirits just as
 gay;
 But the master sleeps upon the hill, all coated o'er
 with snow,
 That afforded us a sliding place, just twenty years ago.

The following lines were found upon the body of a poor tramp near Lexington, Va., and bore every indication of a past that had been one of sorrow and grief, are very suggestive, and will cause a feeling of sympathy in his behalf and other unfortunates of a like class:

Ah, the hour is cold and dreary,
 And the snow is falling fast;
 O'er the city falls the twilight,
 O'er my form the chilling blast.
 Ah, my heart is almost breaking,
 And my limbs are numb with cold;
 I have neither home nor kindred,
 And my days are almost told.

As I walk the crowded pavements,
 Gay with wealth and mirth and joys,
 As I see the happy faces
 And windows full of toys—
 Back my memory goes; yes, backward
 To a time long, long gone by,
 When I was a trusted, loved one,
 And my hopes were soaring high.

There is a certain class of verse which, be it approved or not by the critics, always touches the popular heart. A dainty bit of sentiment, a touching experience, a trifle of pathos, when given in a little poem or song consisting of a few stanzas, often warms the gentler feelings and finds a lasting place where far more pretentious pieces are born and die comparatively unnoticed.

What is here given to the public, are not, all taken together, the works of masters and geniuses, but they are poems of the heart and have awakened in the human breast many a chord of sympathy, and are gathered together under the title of the old verses:

THE SONGS WE LOVED IN INFANCY.

When our lives are full of brightness,
 Before we catch the gloom;
 When our hearts are full of lightness,
 Before the achings come;
 When our feet have not grown weary
 In the long and dusty road,
 And the pathway is not dreary
 Which leads us up to God—
 How like the angel melody
 The songs we loved in infancy.

When the hopes of life are glowing;
 When the dreams of life are dear;
 When the joys of life are flowing
 In a river, calm and clear;
 When smiles, and love, and kindness,
 Make all our pathway bright,
 And we see not—in our blindness—
 The coming of the night—
 Oh, then how sweet, how dear must be
 The songs that we loved in infancy!

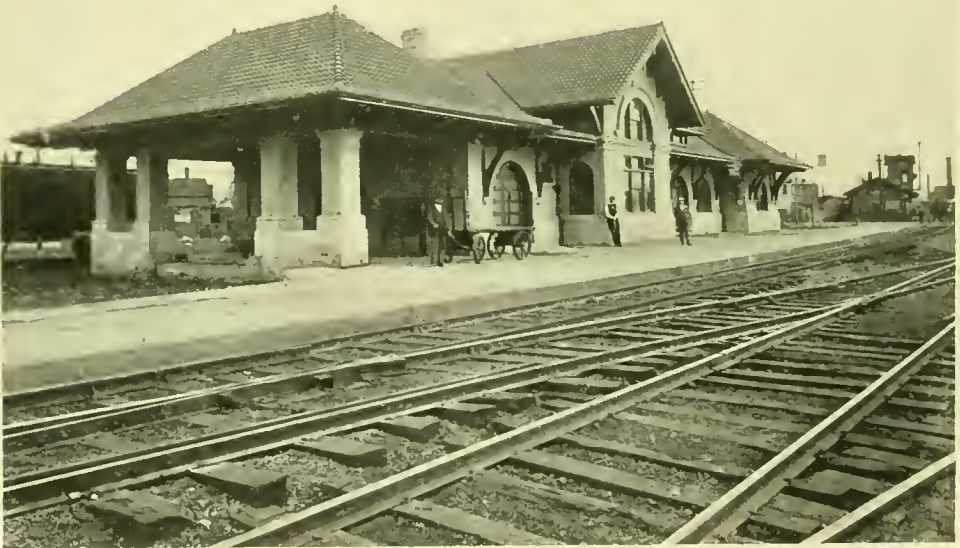
Mt. Vernon, Ohio



THE name of Mt. Vernon is an historic one in the United States. Nationally it represents one of the oldest points of interest in the entire country, and about it cling memories of revolutionary times. The name is also a sturdy one, and in the Buckeye State it represents the home of men who for a century past have taken active part in national affairs, both while the dove of

more & Ohio Railway System. In size it is outdone by a few stations in the larger cities, but in beauty of architectural design, in its general interior plan and finish its provisions for the comfort of the traveling public it stands alone. The new structure is the pride of the officials of the Baltimore & Ohio Railway Company, of every employe of the company and of every citizen of Mt. Vernon.

The exterior walls of the structure are of mottled gray pressed brick. The roof is of red tiling. The interior, embracing a



THE NEW BALTIMORE & OHIO PASSENGER STATION AT MT. VERNON, OHIO.

peace hovered above the Nation, and when the cloud of war seemed certain to tear the states asunder. Mt. Vernon, Ohio, is in nowise a city of magic growth, but is one of long and steady progressiveness. To-day it is one of the more important of the smaller cities of Ohio.

The city now lays claim to added distinction in possessing the prettiest and most modern passenger station of any of the many divisions that are included in the mighty Balti-

more & Ohio Railway System. In size it is outdone by a few stations in the larger cities, but in beauty of architectural design, in its general interior plan and finish its provisions for the comfort of the traveling public it stands alone. The building is steam-heated and is lighted with electricity, the lamps being arranged with an eye to decorative effect. The baggage-room is reached by way of a hall from the

general waiting room, an added convenience for those who travel. To the south of the station will be a lawn with floral designs in season. To the rear and at the north side are macadam driveways. The platform is of cement, twenty feet in width, and extends from High street to Chestnut street. Work on the new station was begun in 1906. The station was formally opened to the public in November, 1907.

Mt. Vernon, Ohio, is in the center of one of the largest natural gas fields in the world. The field, while comparatively new, supplies practically all the gas for fuel and lighting purposes in all the chief cities of the state. Experts who have visited the field and made investigations as to rock-pressure, predict that the supply will not be exhausted for a quarter of a century for manufacturing establishment purposes, and that the supply for domestic consumption will be adequate for a much longer period. Many new tracts are being added to the general field as originally tested and wells of astonishing gas production are being drilled in each week.

Embraced in the chief industries of Mt. Vernon are the C. & G. Cooper Corliss Engine works, The Mt. Vernon Bridge Company's plant, The Northwestern Elevator & Milling Company's properties, the mammoth Chambers' Window Glass Company's plant, The Camp Window Glass

Company, the Mt. Vernon Window Glass Company, The Essex Sanitary Milk Bottle manufactory, the John S. McConnell Company's Overalls factory and wool warehouses, The Hayes Glass Jar and White Liner manufactory, the Pennsylvania Railway Company's shops, the Challingsworth Foundry & Machine Company's plant. There are, adjacent to the Baltimore & Ohio Railway Company's tracks, in and contiguous to Mt. Vernon, numerous fine sites for manufacturing establishments, all provided with switch-tracks.

All of the leading religious denominations are here represented by strong churches. The public schools are among the best in Ohio. The city's water supply for domestic purposes is secured from artesian wells, and the plant is owned by the municipality.

From a population of 7,000 the city of Mt. Vernon has made a steady growth in the past decade to more than 14,000. The city bids fair to continue to add to its population, as new industries are now seeking locations here and are receiving enthusiastic encouragement from every source. Among the many attractive features of the city which appeal to industrial concerns is the railway shipping facilities, complete information in this particular being obtainable through the Freight Traffic Department of the Baltimore & Ohio Railway Company.



Florida and Cuba



LORIDA and Cuba are the popular winter resorts of America; the delightful climate of both, the many fashionable and attractive places in Florida, and the pleasurable short sea trips through the quaint city of Havana, make these places objective points for tourists from the time the chilly blasts of winter strike the northern states in December until April showers insure the return of more seasonable weather.

Each winter finds railway facilities much improved over the preceding year, adding greatly to the comfort and convenience of travel.

The season of 1907-8 introduces the New Union Station at Washington D. C., which now houses all the railways entering that city. Patrons of the Baltimore & Ohio Railroad to or from the South now make direct connections with all trains of the Seaboard Air line, Atlantic Coast Line, Southern Railway and Washington Southern Railway, in the new station without transfer across the city. This will enable tourists from New York, Philadelphia and Baltimore to use the splendid trains of the famous Royal Blue Line; and will give tourists from Pittsburg, Cleveland and Chicago a new direct route.

All Baltimore & Ohio trains, east and west, pass through Washington and these trains are splendidly equipped with modern coaches, drawing-room sleeping cars and excellent dining car service.

It is the custom in January for the lines south of Washington to establish excellent through train service to Jacksonville and St. Augustine, which are the main distributing points for tourist travel to Florida.

One of the best geographical as well as instructive descriptions of Florida towns is to be found in the "Standard Guide to Florida" published by Messrs. Foster and Reynolds of New York from which the following is quoted. "Ask Mr. Foster" is a very well known sign in St. Augustine and Havana:

"Jacksonville, on the St. John's River, twenty-five miles from the sea, is the entering point for Florida from the North. It is the largest city in the state. The great fire of 1900 swept over a large area of the

city, entirely destroying 145 blocks and blotting out many of the familiar landmarks; but from the ruins a new Jacksonville has arisen, more substantial and more attractive than the old. The city has enjoyed a long established popularity as a tourist resort, and ample provision is made for the comfort of visitors. It has well paved streets, shaded with live oaks and other foliage trees, and there are many pleasant drives in the suburbs.

"A place of much interest is the Florida Ostrich Farm, where the breeding of ostriches for their feathers is an established and successful industry. Ostrich culture may here be studied in all stages, from the giant egg to the plucked plumes.

"St. Augustine is a well equipped modern city. As the train emerges from the pines and palmettos our first glimpse is of the towers of the great hotels, significant of welcome and hospitality. It has become a fashionable winter resort, whose spacious hotels dominate the aspect of the surroundings and in their luxury and magnificence have no equal in the world. It is the winter Newport, whose visitors are numbered by tens of thousands, whose private residences are distinguished for elegance and comfort. Year by year the city grows more beautiful, and with each innovation and transformation adds to its attractiveness. The old has been supplanted by the new, yet the town preserves a distinctive character all its own, and there is more than ever before about the old city an indefinable charm which leads one's thoughts back to it again, and gladdens the face that is once more turned toward Florida and St. Augustine.

"The distances are not great. Fort Marion and the Gateway on the north, the sea-wall on the water front, the Plaza in the center, with its cathedral, the narrow streets and the barracks on the south, are the features of the old town and lie within the limit of a mile. The principal streets run north and south; the cross streets at right angles, east and west. The main thoroughfare, St. George Street, extends through the center of the town to the City Gate; from that point is known as San Marco Avenue. Treasury Street, crossing St. George one block north of the Plaza, narrows at the

east end to an alley across which two persons may clasp hands. The narrow little streets, with their foreign names and foreign faces, their overhanging balconies and high garden walls, through whose open doors one caught glimpses of orange and fig and waving banana, were once among the quaint characteristics which made the old Florida town charming and peculiar among all American cities. But the picturesque streets of which tourists delighted to write, have almost ceased to be a pleasing feature of St. Augustine. Some have been widened, and others, shorn of their quaintness, are ill adapted to the swelling traffic.

"The Fort, the Gateway and the old houses are built of coquina (Spanish, signifying shellfish), a native rock found on Anastasia Island. It is composed of shell fragments of great variety of form, color and size. Ages ago these were washed up in enormous quantities by the waves, just as masses of similar material are left now on the beach, where one may walk for miles through the loose fragments which under favorable conditions would in time form coquina stone. Cut off from the sea, the deposits are in time partially dissolved by rain water and cemented together.

"The material from which the new hotel are built is a composition of sand, Portland cement and shells. A wall is constructed of successive layers of concrete; as each layer hardens a new one is poured in on top of it. When completed the wall is one stone; indeed, the entire wall construction of a concrete building is one solid mass throughout—a monolith with neither seam nor joint.

"St. Anastasia Island, lying in front of the town, between bay and ocean, is a favorite resort for excursion parties, and has many attractions for the tourists. The most pleasant time for a visit is the afternoon. The route is by bridge from King Street, and rail drive or cycle path. The lighthouse is usually open to visitors. Anastasia Island extends from St. Augustine south twelve miles to Matanzas Inlet, where there are picturesque ruins of an old Spanish fort which defended the sea approach to the town from the south.

"It has been the fashion in describing St. Augustine to lay emphasis on its Spanish character. With the one exception of the fort, however, no specially notable example of Spanish architecture is to be found there. Throughout the entire period of its rule from Madrid the town appears to have been alway

poor, as the boucaniers found it in the middle of the seventeenth century. And yet no natural conditions are wanting. The sky above St. Augustine arches as delicately blue and soft as that of Seville. The sunlight is as warm and as golden as that which floods the patios of Spanish Alcazars.

The Florida heavens are as radiantly brilliant by night, and the full moon floats as luminously above the Atlantic coast, as where the pinnacles and minarets of Valencia glitter in its beams on the Mediterranean shore. Add to these natural adaptations the historic associations of Spain and the Spaniards, and there is little room for wonder that the visitor looked for some architectural monuments other than gloomy fortifications to commemorate the dignity and pride of the ancient Spanish rule.

"There are several pleasant drives about the city. One of these is through the gateway to the north, "Around the Horn," and return by the St. Sebastian. Another drive is to Moultrie Point, on the shore, five miles south of the town, the route being across the San Sebastian and through the pines and denser growth of the west bank of the river. Other drives are to the seabeach.

"Going south from St. Augustine one comes to Palatka on the St. John's River, twenty-eight miles from St. Augustine and fifty-six miles from Jacksonville. Palatka is an attractive and flourishing city, and the walks and drives in all directions are romantic and beautiful.

"The Ocklawaha River Tour affords a revelation of some of the wildest and most novel scenery in the state, and an experience never to be forgotten. The river is navigated by tourist steamers from Palatka and Silver Springs. The steamboats are lighted on their way through the night, and the excursion is one which remains in memory, as the weirdest experience of a lifetime. The stream is narrow and extremely tortuous, and is overarched by giant oaks, magnolias, palmettos, cypresses, bays and other trees, all festooned with "Spanish moss" in profusion. The effect by daylight is novel and fascinating, and by night is fantastic, mysterious and bewildering beyond description. Silver Spring is a circular basin, 600 feet in diameter, of water of wonderful clearness, which hursts up in a great flood from a depth of sixty-five feet, in such volume as to form the navigable river by which the steamboat enters the spring. So clear is the spring, that from

a boat the smallest objects can be seen at the bottom, and a nail may be watched all the way as it goes down, turning and darting in erratic course.

"Ormond, sixty-eight miles from St. Augustine, is situated on the Halifax River, here parallel with the Atlantic, the two being separated by a peninsula a half-mile wide. The Halifax belongs to that system of inland waters which are more properly termed lagoons. They are fed by inlets from the sea, and extend from a little below St. Augustine to Lake Worth.

"The Ormond climate is of that medium quality which permits one to come in October and stay until the end of May. April is cool and delightful. The walks in all directions are singularly attractive, being either shelled or planked over sandy spots, and provided with numerous rustic seats and arbors along the shaded river banks or through the trails across the half-mile peninsula that connects the river with the ocean. Ormond is famous for its drives and its bicycle paths and beaches. There is no finer beach anywhere on the Atlantic shore than Ormond. It is 250 feet wide at mean tide, and extends for many miles up and down the coast. It is lively with all sorts of pleasure carriages, automobiles, electric bicycles and bathers. The tally-ho hardly leaves a mark on the smooth surface of the magnificent beach.

"Sea bathing is a feature of Ormond. The beach, from the sandy bluff to the lowest point at ebb tide, is about 500 feet, and the slope is very gradual and the incoming waves are gentle, so that the most timid and inexperienced may here find the water perfectly safe.

"Daytona, five miles to the south of Ormond, occupies an elevated hummock site of a circling arm of the Halifax, whence it looks out upon a bay of singular beauty. The natural attractions are many—a clean hard river shore, shady drives amid oaks and palmettos, and the Ormond-Daytona beach. Seabreeze is a winter colony of cottages and hotels on the ocean side of the peninsula, Daytona and Seabreeze being connected by bridges. On the ocean side of the peninsula the Ormond-Daytona beach, which is wonderfully hard and smooth, stretches for thirty miles without a break in its even surface, on which the

hoof of a trotting horse makes no impression.

"Excursions are made from Ormond, Daytona and Seabreeze south to Ponce Park, at Mosquito Inlet, eleven miles from Daytona, one of the finest fishing grounds on the coast.

"Southward 300 miles from Jacksonville is Palm Beach, on Lake Worth, the tropical paradise of Florida. Lake Worth is, like the other waters of the Indian River system, a salt-water lagoon, twenty-two miles long by an average of a mile in width, and separated from the Atlantic Ocean by a peninsula about a mile wide.

"The climate is very greatly influenced and tempered both in winter and summer by the Gulf Stream, which passes close to the shore at this point. Tropical plants and trees from all parts of the world are gathered here. Walks shaded by groves of cocoanut palms are laid out in geometrical patterns, bordered with concrete curbs, and with lawns protected by curved seawalls of concrete and coquina on the lake front. Oleanders, hibiscus and passion flowers are in bloom. Mangoes, guavas, lemons, oranges, figs, sapodillas, date-palms, bananas, pineapples and early vegetables are common in all the gardens. Some have strawberries ripe in January, and tomatoes in abundance in March. Rubber trees, royal poinciana, paradise, coffee, traveler's and numbers of curious trees ornament the gardens, and the gnarled, straggling arms of great live oaks, covered with knobs and bunches of two varieties of orchids and hanging moss, by weird contrast add to the beauties. Walks twenty feet wide and a half mile long, bordered with cocoanut palms, oleanders and azaleas, lead from the lake to the ocean with a steep and narrow beach, upon which with a magnificent surf the sea breaks, in color a clear, bright, ultramarine blue.

"On the western shore of the lake, pineapple plantations are numerous, each year increasing in numbers and in production. Lake Worth and its vicinity, like all the southern East Coast country, has developed rapidly since the advent of the railway, which has converted it from a region secluded because difficult of access, and has put it in quick touch with the rest of the world."



Stub Ends of Thought

By ARTHUR G. LEWIS.



COURAGE is the real indication of genius after all, and lights the way to the best advancement of our efforts.

LOVE is native to the worst of us and best in the best of us.

INNOVATIONS are nearly always deformed at the time of their birth; adoption and practice alone develop them.

THE anticipation of conquest that fills and stimulates the soul of purpose is what makes every effort worth while.

THERE is a very large amount of valuable instruction derived from the fact of finding out we were wrong.

HUMANITY is the most beautiful of woman's virtues and the generosity of her forgiveness, God-like.

THOSE who have nothing to lose are as careless with the reputation of others as with their own.

MANY valuable characters are curbed in their development by the narrow confines of ignorance and prejudiced environment.

THE stars that shine in life's evening are quite clear to those who look for them, with no regret for the sun that has set.

CHILD-LIFE leads us out of the shadows and into the sunlight of all that is brightest and best in life.

THE will of woman is akin to God's, for God is not where woman's will is stayed.

It is easier and better to forget an injury, than to attempt to avenge it.

GOD will not look so much for the things we have not done, as seek for evidence of what we have performed.

THE thorns of language cause more wounds than the rose of love can heal.

LIFE is not real except in the world of work, where effort may repay us with that sense of conquest, that can only come with accomplishment.

It is very difficult to impress the man that knows not; if he knows not he is wrong.

THE world takes away the playthings of our youth, yet lays the broken toys near us, just because it is the custom of life.

GOD grant that we may learn to so regard the grave and death, as one dark covered bridge, that leads with certainty out into the light again.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE NOV. 17, 1907.										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 508 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
LV. WASHINGTON, NEW UNION STA.	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	11.30	2.52
LV. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	12.35	3.45
LV. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	12.44	3.51
AR. PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	5.50	8.19	11.45	3.05	6.00
AR. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.20	5.40	8.32
AR. NEW YORK, 230 STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	6.33	8.43
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOV. 17, 1907.										
WESTWARD										
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY	
	PM	AM	AM	AM	AM	PM	PM	PM	PM	
LV. NEW YORK, 230 STREET	11.50		7.50	9.50	11.50	1.50	3.50	5.50	6.50	
LV. NEW YORK, LIBERTY STREET	1.30		8.00	10.00	12.00	2.00	4.00	6.00	7.00	
LV. PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.16	6.12	8.31	9.21	
AR. BALTIMORE, MT. ROYAL STATION	6.45	10.50	12.13	2.43	4.15	6.09	8.09	10.50	11.23	
AR. BALTIMORE, CAMDEN STATION	6.50	10.55	12.17	2.47	4.20	6.13	8.13	10.55	11.27	
AR. WASHINGTON, NEW UNION STA.	7.50	11.45	1.12	3.50	5.20	7.00	9.00	12.00	12.22	
	AM	AM	PM	PM	PM	PM	PM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE NOV. 17, 1907.										
WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY		
LV. NEW YORK, 230 STREET	9.50 AM	11.50 AM	N 3.50 PM	6.50 PM	7.50 AM	11.50 PM	6.50 PM		NOTE.	
LV. NEW YORK, LIBERTY STREET	10.00 AM	12.00 PM	N 4.00 PM	8.00 PM	8.00 AM	1.30 AM	7.00 PM			
LV. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.15 AM	9.21 PM			
LV. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.16 PM	8.09 PM	10.50 PM	12.13 PM	7.45 AM	11.23 PM			
LV. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.22 PM	8.00 AM	11.32 PM			
LV. WASHINGTON, NEW UNION STA.	4.05 PM	5.30 PM	9.10 PM	12.40 AM	1.22 PM	9.10 AM	12.30 AM			
AR. DEER PARK HOTEL										
AR. CLEVELAND			6.45 AM		9.42 PM	5.25 PM	8.50 AM	LV 6.40 PM		
AR. WHEELING (EASTERN TIME)		5.35 AM	12.00 PM			9.00 PM		LV 6.30 PM		
AR. COLUMBUS (CENTRAL TIME)		8.45 AM						10.15 PM		
AR. CHICAGO		5.15 PM			9.45 AM	8.30 AM		8.30 AM		
AR. CINCINNATI	8.05 AM			5.35 PM		1.45 AM				
AR. INDIANAPOLIS	11.45 AM			10.35 PM		6.35 AM				
AR. LOUISVILLE	11.50 AM			9.35 PM		7.20 AM				
AR. ST. LOUIS	5.40 PM			7.25 AM		1.40 PM				
AR. CHATTANOOGA	7.30 PM			8.40 AM						
AR. MEMPHIS	11.25 PM			8.35 AM						
AR. NEW ORLEANS	10 55 AM			8.15 PM						

Through Pullman Sleepers to all points. + Except Sunday. N—Connection east of Philadelphia is made with No. 509, "Royal Limited." Note—Direct connection at Cumberland with Train No. 65 from points east.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE NOV. 17, 1907.										
EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY			
LV. CHICAGO			5.00 PM	10.40 AM			8.30 PM			
LV. COLUMBUS				7.00 PM						
LV. WHEELING (EASTERN TIME)		5.00 PM		12.25 AM			10.50 AM			
LV. CLEVELAND			8.30 PM		2.50 PM					
LV. PITTSBURG			8.00 AM		9.40 PM					
LV. ST. LOUIS	* 9.00 AM	1.45 AM				* 6.00 PM	1.15 PM			
LV. LOUISVILLE	2.10 PM	8.10 AM				9.28 PM				
LV. INDIANAPOLIS	3.00 PM	* 8.05 AM				4.12 AM				
LV. CINCINNATI	* 6.35 PM	12.10 PM				8.00 AM				
LV. NEW ORLEANS		9.15 AM				7.10 PM				
LV. MEMPHIS		8.35 PM				6.35 AM				
LV. CHATTANOOGA	4.45 AM	11.35 PM								
LV. DEER PARK HOTEL										
AR. WASHINGTON, NEW UNION STA.	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.40 AM	2.37 AM	10.25 PM			
AR. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM			
AR. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	5.05 PM	1.59 PM	8.00 AM	3.51 AM	12.44 PM			
AR. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.05 AM			
AR. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	5.40 AM			
AR. NEW YORK, 230 STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	5.33 AM			

Through Pullman Sleepers from all points. * Daily. + Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

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ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Drawing Room Sleeping Car New York to Chicago. Dining Car, a la carte, New York to Philadelphia.

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Parlor Car New York to Philadelphia. Drawing Room Buffet Sleeping Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Louisville. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Conneville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Washington to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Parlor Cafe Car Wheeling to Newark. Drawing Room Sleeping Car Cleveland to Chicago. Buffet Parlor Car Baltimore to Pittsburg.

No. 55. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Clarkeburg to Cincinnati. Grill Car Cincinnati to St. Louis.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Conneville and Philadelphia to New York. Dining Cars serve all meals.

No. 13. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Parlor Cafe Car Newark to Wheeling. Parlor Car Wheeling to Cumberland. Buffet Parlor Car Cumberland to Baltimore.

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And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

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Below 46th Street

B. & O.
23d
Street
Heart
of the
City

Steamship
Piers

B. & O.
Liberty
Street
Financial
District

Jersey
City



x
Through
Street Cars
between
23d St.
and
Grand
Central
Station
7 a. m. to 7 p. m.
weekdays

Black Line
Subway

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Dotted Line
Elevated

Surface Line

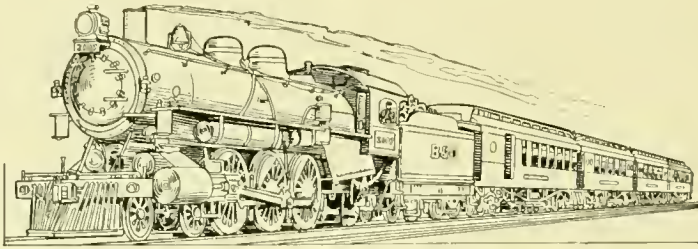
●
Local
Station

⊙
Express
Station

Brooklyn
Bridge

Ferries
to
Brooklyn

LOWER HARBOR



ROYAL BLUE LINE

— THE — “Royal Limited”

S P L E N D I D
A P P O I N T M E N T S

THE best appointed trains between Washington, Baltimore, Philadelphia and New York are those of the Royal Blue Line, leaving Washington “Every Odd Hour” and New York “Every Even Hour” during the day.

☐ All trains have Pullman service, and dining cars serve all meals.

☐ The finest train of the series is the “Royal Limited,” making the run in each direction in FIVE HOURS.

☐ It is all Pullman, but no extra fare is charged. The smoking, parlor and observation cars are superb, and an excellent table d’hôte dinner is served. ☐ Lighted by electricity throughout.

— THE — “Royal Limited”

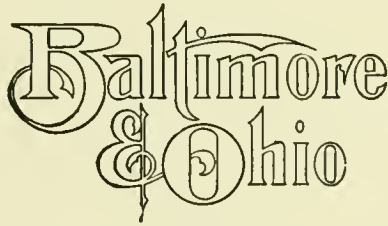
C O N V E N I E N T
S C H E D U L E S

NORTHBOUND.

Lv. Washington	3.00 pm
New Union Station	
Ar. Baltimore	3.44 pm
Camden Station.	
Lv. Baltimore	3.48 pm
Camden Station.	
Lv. Baltimore	3.52 pm
Mt. Royal Station.	
Ar. Wilmington	5.17 pm
Ar. Philadelphia	5.50 pm
24th and Chestnut.	
Ar. New York	8.00 pm
Liberty Street.	
Ar. New York	8.10 pm
23d Street.	

SOUTHBOUND.

Lv. New York	3.50 pm
23d Street.	
Lv. New York	4.00 pm
Liberty Street.	
Lv. Philadelphia	6.12 pm
24th and Chestnut.	
Lv. Wilmington	6.44 pm
Ar. Baltimore	8.09 pm
Mt. Royal Station.	
Ar. Baltimore	8.13 pm
Camden Station.	
Lv. Baltimore	8.16 pm
Camden Station.	
Ar. Washington	9.00 pm
New Union Station	



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CAMDEN STATION, in the Center of the Business Section.

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NEW UNION STATION,
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Pittsburg

SMITHFIELD and WATER STREETS, Three Blocks from the Center of the City.

Chicago

GRAND CENTRAL PASSENGER STATION, Harrison Street and Fifth Avenue.

Cincinnati

CENTRAL UNION STATION, Third Street and Central Avenue.

St. Louis

UNION STATION,
Connections with all lines West and Southwest.

Columbus

UNION STATION.

Cleveland

SOUTH WATER STREET, one block from Superior Street.

Louisville

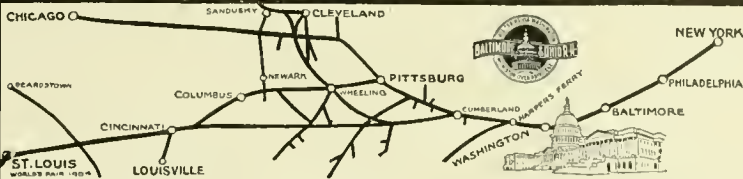
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BALTIMORE & OHIO R. R.



ALL TRAINS VIA WASHINGTON



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FLORIDA

AND THE

SOUTH

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FROM ALL POINTS
ON THE

BALTIMORE & OHIO

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		February 10	Seaboard Air Line
		February 24	Southern Railway

From New York	{		
" Philadelphia			
" Baltimore		January 28	Atlantic Coast Line
" Pittsburg		February 11	Seaboard Air Line
" Wheeling		February 25	Southern Railway
" Parkersburg	}		

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NEW UNION STATION

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3-20-107

Map of
the
OHIO
River
AND CONNECTIONS

Baltimore & Ohio R.R.



EAST AND WEST



CALENDAR - 1907



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
8	7	1	2	3	4	5	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7	8	9
13	14	15	16	17	18	19	10	11	12	13	14	15	16	10	11	12	13	14	15	16	17	18	19	20	21	22	23
20	21	22	23	24	25	26	17	18	19	20	21	22	23	17	18	19	20	21	22	23	24	25	26	27	28	29	30
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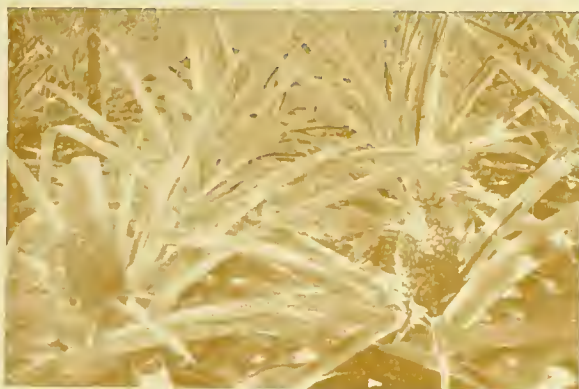
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" Philadelphia					
" Baltimore				January 28	Atlantic Coast Line
" Pittsburg				February 11	Seaboard Air Line
" Wheeling				February 25	Southern Railway
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BOOK OF THE ROYAL BLUE.

JANUARY, 1908.

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50 CENTS PER YEAR.



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A CHARACTERISTIC EAST COAST LANDSCAPE.

BOOK OF THE ROYAL BLUE.

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WILLIAM ELLIOTT LOWES, EDITOR.

VOL. XI.

BALTIMORE, JANUARY, 1908

No. 4.



Photorial News Co., New York.

THE FLAGSHIP "CONNECTICUT" LEADING THE ATLANTIC FLEET OUT OF THE VIRGINIA CAPES.

The Greatest Naval Cruise of History



THE greatest naval demonstration in the world's history, and the assembling of the biggest armada of warships ever seen on any sea, will take place when the 51 fighting ships of the Pacific fleet, now moving, meet off San Francisco. The great fleet that sailed the English Channel at the Jubilee of Queen Victoria could not stand up against it.

The fleet that dotted Oyster Bay when Roosevelt reviewed his fighting arm numbered but 35 ships. The rendezvous at Hampton Roads, when the great nations of the earth sent representative ships, numbered 38 American vessels and 12 foreign ships.

All the fleet which is planned to meet at San Francisco will be made up of the following:

First-class battleships	19
Armored cruisers	8
Protected cruisers	9
Gunboats	6
Torpedo-boat destroyers	6
Monitors	3

It has been announced this is a test cruise for men and ships, and the eyes of the world are upon the United States.

Sixteen battleships, 500 feet long, masses of honeycombed steel, with the agility of a yacht; fitted with armor over a foot thick and shooting 13-inch shells to the horizon and beyond, sailed on Monday, December 16, 1907, from Hampton Roads around the "Horn" for their 14,000-mile voyage to



BATTLESHIP "LOUISIANA."

San Francisco; the torpedo-boat flotilla having preceded it on December 2. The great battleship fleet was in command of "Fighting Bob" Evans.

THE FLOTILLA'S ITINERARY.

Port	Arrival.	Departure.
Hampton Roads.....		Dec. 2, 1907
San Juan.....	Dec. 7.....	Dec. 12, 1907
Trinidad.....	Dec. 15.....	Dec. 21, 1907
Para.....	Dec. 26.....	Dec. 31, 1907
Pernambuco.....	Jan. 5.....	Jan. 10, 1908
Rio de Janeiro.....	Jan. 15.....	Jan. 20, 1908
Montevideo.....	Jan. 25.....	Feb. 1, 1908
Punta Arenas.....	Feb. 8.....	Feb. 12, 1908
Talcahuano.....	Feb. 20.....	Feb. 25, 1908
Callao.....	Mch. 4.....	Mch. 9, 1908
Panama.....	Mch. 16.....	Mch. 21, 1908
Acapulco.....	Mch. 28.....	April 2, 1908
Magdalena Bay.....	April 6.....	
San Francisco.....	(Probably May 1)	

THE FLEET'S ITINERARY.

Port.	Arrival.	Departure.
Hampton Roads.....		Dec. 16, 1907
Trinidad.....	Dec. 24.....	Dec. 29, 1907
Rio de Janeiro.....	Jan. 11.....	Jan. 21, 1908
Punta Arenas.....	Jan. 31.....	Feb. 5, 1908
Callao.....	Feb. 18.....	Feb. 28, 1908
*Magdalena Bay.....	Mch. 14.....	
*San Francisco.....	(Probably May 1)	

Assembling in the Pacific are three floating fortresses, new battleships that have just left the shipyards. Joining them are eight armored cruisers, which are ships that deal as heavy a blow as a battleship, with the speed of an Atlantic liner; scouts and fighters, too, as Kipling said of the marine when he called him "sailor and soldier, too." Nine big protected cruisers, six white-coated gunboats and three of the

ugly, but fighting, monitors, will also rendezvous off the Golden Gate.

When all shall have come together off San Francisco there will be a fleet of 51 fighting machines. To this aggregation will be added a fleet of coal colliers, supply, repair and water vessels, making a total of about 70 defenders of the nation. The United States Navy now is the second naval power in the world. Only England has a greater fleet. Of necessity, the English ships must remain scattered among her dominions, on which the sun never sets.

Placed end to end, with bows and sterns touching, the ships would make a boulevard of steel along which one might walk four miles. Strung out at anchor in single file, the fleet would stretch away for 10 miles, which is nearly as far as the eye can reach at sea, and with the farthest ships hull down on the horizon. Anchored four abreast for a review, the four lines would stretch away for two and a half miles each.

In fact, the administration is sending its entire fighting strength to the Pacific. There will not be a battleship or an armored cruiser on the Atlantic Coast, nothing but gunboats and torpedo boats being left in the East. The sixteen battleships making the voyage cost over \$99,000,000, and are manned by over 15,000 men and 725 officers.

Manning the Pacific fleet are 30,000 officers and seamen. Were they formed into a parade the line would require four hours' time to pass a given point. As militia they would make 30 regiments of



BATTLESHIP "KANSAS."

soldiers. There are but 35,000 men in the entire Navy, so nearly the entire Navy will be on the cruise.

The fighting machines bristle with a total of 2,184 guns. Were they placed 20 feet apart in the wall of a fort the broadside would extend a length of eight miles, or make a square two miles long on each of its four sides.

The big guns that constitute the main batteries in the fleet number as follows:

Four-inch rifles.....	96
Five-inch rifles.....	450
Six-inch rifles.....	252
Seven-inch rifles.....	120
Eight-inch rifles.....	168
Ten-inch rifles.....	14
Twelve-inch rifles.....	62
Thirteen-inch rifles.....	20
Total.....	1,180

The publication of the fact that during target practice on the British Channel fleet, in the presence of King Edward, one gun made 19 hits in 21 shots, thereby earning a decoration from the King, naturally touched the pride of American naval officers. They have looked into the records of the American gun pointers and have found no reason to fear a comparison with the gunners of any other navy.

Taking some of the six-inch guns in the Atlantic Fleet, one gunner on the armored cruiser Maryland made 11 shots and 11 hits in one minute. A gun on the battleship Ohio was fired with a perfect score at the rate of 10.81 a minute. A six-inch gun on the battleship Maine has a record of perfect

score at the rate of 10.41 a minute, and the battleship Missouri's best record was 10.30 shots a minute, each lodged in a target.

But in the way of small guns, these six-inch records become insignificant. A three-pounder on the battleship Virginia made 20 shots and 20 hits in 75 seconds. Another gun made 10 shots and 10 hits in 22½ seconds, a remarkable average of 26.67 shots and hits a minute.

The battleship Illinois, that holds the target record of the navy at the present writing, made a per cent. of 75.782 in using all guns.

The crew of the after turret on the Alabama has made 11 straight hits with the 13-inch guns.

The voyage will cost Uncle Sam millions. It will take 253,000 tons of coal to get only the battleships and torpedo-boat destroyers around to the Golden Gate. The cruise will take four months' time and the coal bill will be \$2,000,000. To this must be added the bill for four months' maneuvering of a fleet of 51 ships on the Pacific, which will mean \$3,000,000 more. Then it will require \$2,000,000 additional fuel and four months' time to get the fleet back into the Atlantic, making a total of \$7,000,000 for fuel for the year to be devoted to the cruise and sea tactics. The navy department has contracted to have mountains of coal at these stopping places.

	TONS
Trinidad, West Indies.....	7,000
Rio Janeiro, Brazil.....	6,000
Punta Arenas, near Cape Horn.....	40,000
Callao, Peru.....	50,000
Magdalena Bay, Mexico.....	60,000
San Francisco, Cal.....	80,000



BATTLESHIP "OHIO."

The battleships assembled at Hampton Roads December 9, and started on their voyage December 16. They arrived at Trinidad, December 24, the day before Christmas, and stayed there five days. They reached Rio Janeiro January 11, and will make a stop of 10 days there to give the men shore leave and recoal the ships.

Punta Arenas, at the entrance to the Magellan Straits, is scheduled for January 31. Coaling, etc., there will take up until February 5. The sail through the straits and up the West Coast of South America to Callao, Peru, is expected to take until February 18, and there will be another stop of 10 days at that port. Leaving there February 28, the ships will arrive at Magdalena Bay March 14, where they will have their target practice. The day of departure from Magdalena Bay and of arrival at San Francisco are dependent on the time it will take to complete the target practice, but it is expected the fleet will have concluded this

work by April 25 and will arrive at San Francisco Bay on May 1.

The torpedo boat flotilla left Hampton Roads on December 2. Because of their greater speed, more limited draft and smaller tonnage the torpedo-boat destroyers will stop at a greater number of places than the big battleships. Their stay at each port will be about four or five days. The itinerary contemplates their arrival at the various places as follows:

Pernambuco, January 5; Rio de Janeiro, January 15; Montevideo, January 25; Punta Arenas, February 8; Talcahuana, February 20; Callao, March 4; Panama, March 16; Acapulco, March 28; Magdalena Bay, April 6. As in the case of the battleship fleet, the dates of departure from Magdalena Bay and arrival at San Francisco are dependent upon completion of target practice in the bay.

On December 16, the day before Admiral Evans and his fleet of 16 battleships put to



TORPEDO-BOAT DESTROYER "HULL"

sea, President Roosevelt steamed down the Potomac on the *Mayflower* to review the fleet as it passed out Hampton Roads. The President wished them good luck and a safe journey. When that great fleet will return and by what route no one knows, nor is anyone in authority willing to make a prediction.

The vessels will be put through innumerable maneuvers by Admiral Evans while on this journey, and on some portions of the trip conditions of war will be simulated and drills engaged in that will test the efficiency of both officers and crew.

One of the reasons ascribed by Navy Department officials for the mobilization of the two big fleets in the Pacific is that it will give opportunity for Admiral Evans to

realize a desire he has cherished for a long time—to go through battle tactics with the largest possible force of modern warships. This will give him opportunity to see what the big armored cruisers, which are larger than any of the older battleships, can do against the biggest war dogs of to-day. Aside from this, the flotilla of torpedo craft which will accompany the battleships, and the several submarines which will be shipped across, with the few gunboats now on the Pacific, will make possible maneuvers of two big fleets—cruisers pitted against battleships—to display properly the qualities of each type of vessel, armament and turret and gun arrangement. The magazines of each ship will be stored with a full complement of ammunition.



LAUNCHES OF THE WARSHIPS WITH VISITING OFFICERS AROUND THE "MAYFLOWER"

Pictorial News Co., New York.

THE DEFENDERS OF THE NATION

FIRST-CLASS BATTLESHIPS

SHIP	Length, feet	Tons	Speed	Horse Power	Cost	Guns	Armor	Coal, tons	Officers	Men
Connecticut.....	450	16,000	18	16,500	\$5,071,066	74	10 to 12 in.	2,200	41	1,080
Louisiana.....	450	16,000	18	16,500	5,746,313	74	10 to 12 in.	2,200	41	840
Minnesota.....	450	16,000	18	16,500	5,338,447	74	9 to 12 in.	2,200	41	840
Vermont.....	450	16,000	18	16,500	5,174,911	74	9 to 12 in.	2,200	41	840
Kansas.....	450	16,000	18	16,000	5,214,520	74	9 to 12 in.	2,200	41	840
Virginia.....	435	14,948	19	19,000	5,265,524	74	10 to 12 in.	1,700	41	840
Georgia.....	435	14,948	19	19,000	5,228,403	71	10 to 12 in.	1,700	41	840
New Jersey.....	435	14,948	19	19,000	5,247,065	74	10 to 12 in.	1,700	41	840
Rhode Island.....	435	14,948	19	19,000	5,244,852	74	10 to 12 in.	1,700	41	840
Maine.....	388	12,300	18	15,600	5,381,081	44	11 to 12 in.	1,800	35	772
Missouri.....	388	12,300	18	15,600	5,258,260	44	11 to 12 in.	1,800	35	772
Ohio.....	388	12,300	18	15,600	5,265,369	44	11 to 12 in.	1,800	35	772
Alabama.....	388	11,565	17	11,200	4,655,820	44	14 to 16 5 in.	1,280	35	772
Illinois.....	388	11,565	17	12,700	4,621,408	44	14 to 16 in.	1,280	35	772
Kearsarge.....	368	11,565	16 4-5	11,700	5,043,591	44	15 to 17 in.	1,500	35	772
Kentucky.....	368	11,540	16 4-5	12,179	4,998,119	44	15 to 17 in.	1,500	35	772
Nebraska.....	435	14,948	19	19,000	4,789,875	74	10 to 12 in.	1,700	41	840
Wisconsin.....	368	11,565	17	12,700	4,723,894	44	14 to 16 5 in.	1,240	35	772
Oregon.....	348	10,524	17	11,037	6,575,032	46	15 to 18 in.	1,500	35	772
Totals.....	7,817	259,964		294,816	\$99,853,490	1,138		32,900	725	15,588

The first 16 battleships left Hampton Roads December 16 for their 14,000 mile cruise to San Francisco.

ARMORED CRUISERS

SHIP	Length, feet	Tons	Speed	Horse Power	Cost	Guns	Armor	Coal, tons	Officers	Men
Tennessee.....	502	14,500	23	23,000	\$4,927,122	68	5 to 9 in.	1,762	40	816
Washington.....	502	14,500	23	23,000	4,829,842	68	5 to 9 in.	1,762	40	816
California.....	502	13,680	23	23,000	4,249,404	66	6 in.	2,024	41	787
Colorado.....	502	13,680	23	23,000	5,421,023	66	6 in.	1,828	41	787
Pennsylvania.....	502	13,680	23	23,000	5,454,180	66	6 in.	1,828	41	787
West Virginia.....	502	13,680	23	23,000	5,492,498	66	6 in.	2,024	41	787
South Dakota.....	502	13,680	23	23,000	4,208,048	66	6 in.	2,024	41	787
Maryland.....	502	13,680	23	23,000	5,467,315	66	6 in.	2,024	41	787
Totals.....	4,016	111,080		184,000	\$40,049,441	532		15,276	320	6,354

PROTECTED CRUISERS, GUNBOATS AND MONITORS

PROTECTED CRUISERS	Length, feet	Tons	Speed	Horse Power	Cost	Guns	Coal, tons	Officers	Men
St. Louis.....	424	9,700	22	21,000	\$2,740,000	68	1,500	36	634
Milwaukee.....	424	9,700	22	21,000	2,825,000	68	1,500	36	634
Charleston.....	424	9,700	22	21,000	2,740,000	68	1,500	36	634
Chattanooga.....	392	3,200	16	5,303	1,039,966	24	700	19	308
Cincinnati.....	300	3,200	19	8,200	1,100,000	24	700	20	340
Galveston.....	392	3,200	16	5,303	1,027,000	21	700	19	308
Raleigh.....	300	3,200	19	8,200	1,100,000	24	500	20	300
Chicago.....	325	5,000	18	9,000	889,000	24	890	32	445
Boston.....	271	3,035	15½	4,900	619,000	20	450	22	260
GUNBOATS									
Yorktown.....	230	1,710	16	3,341	455,000	16	380	14	182
Concord.....	230	1,710	16	3,359	490,000	14	380	10	181
Helena.....	260	1,340	15	3,500	280,000	14	300	10	173
Wilmington.....	250	1,340	15	1,868	280,000	20	300	10	189
Annapolis.....	168	1,040	13	1,223	227,700	12	225	11	136
Princeton.....	168	1,100	13	835	230,000	14	230	11	139
MONITORS									
Monterey.....	256	4,000	13	5,140	1,629,950	16	233	20	215
Monadnock.....	259	4,000	12	3,000	930,000	16	386	14	210
Wyoming.....	252	3,000	11	2,359	975,000	16	380	13	158
Totals.....	5,125	69,175		128,111	\$19,577,616	472	8,254	353	5,437

TORPEDO-BOAT DESTROYERS

SHIP	Length, feet	Tons	Speed	Horse Power	Cost	Guns	Coal, tons	Officers	Men
Whipple.....	443	433	30	8,000	\$286,000	7	200	3	74
Truxton.....	443	433	30	8,000	286,000	7	200	3	74
Lawrence.....	446	446	30	6,375	281,000	7	200	3	74
Stewart.....	420	420	30	8,000	282,000	7	200	3	74
Hopkins.....	408	408	30	7,200	291,000	7	200	3	74
Hull.....	408	408	30	7,200	291,000	7	200	3	74
Totals.....	2,568	2,548		44,775	\$1,717,000	42	1,200	18	441

These torpedo-boat destroyers left Hampton Roads, December 2, ahead of the battleships.

A Voice from the Fleet

WALLACE IRWIN in "Collier's Weekly"

Well, its good-bye, Angeviny, we are off upon the briny,
And it's very glad to go I am;
For it's rare and fancy gravy to be workin' for the navy
On this Cook's excursion tour of Uncle Sam.
Oh, there isn't any knowin' where the divvil we are goin'.
(As the Admiral remarks to me—
"Well, we wont be solemncolic—it's a fight or it's a frolic,
And we ain't a-carin' which," says he.)

Will we touch at Madagascar or continy to Alasker,
Will we stop in 'Frisco Bay? asks you.
That's the question—what's the answer?
Guess the riddle if you can, sir,
And I'll pass the information to the crew.
Modern warfare ain't no stranger to the Element of Danger.
(As the Admiral remarks to me—
"Maybe we'll be shootin' lilacs with our guns all draped with smilax,
Then again, perhaps we won't," says he.)

They're a-gittin' awful solemn in each editorial column,
And they're floatin' forty fleets in ink—
Will Japan raise up a holler and git red around the collar
When she sees us splashin' water in her sink?
Won't the entire British nation die of nervous strangulation?
(As the Admiral remarks to me—
"Jones," says he, "the honest fact is, truth depends on target practice—
Talk is cheap, but powder's dear," says he.)

But suppose while we're a-floatin' round the ocean pleasure-boatin'
We should bump into a war somehow
With a navy sent by Russia, Ireland, Switzerland or Prussia
Which was absolute insistin' on a row—
Should we cautiously avoid 'em and be sorry we annoyed 'em?
(As the Admiral remarks to me—
"Guess I'd send a line by airless jest to tell 'em to be careless
And remind 'em we was there," says he.)

Well, we're off in foam and laughter, though we don't know what
we're after,
And we don't know who's a-pullin' of the strings;
We are Doves of Peace all right, sir, with a coat of peaceful white, sir,
And some twelve-inch trouble-seekers 'neath our wings.
Foolish folks has foolish notions big as continents and oceans.
(As the Admiral remarks to me—
"Let the durned old mermaids rollic—it's a fight or it's a frolic,
And we ain't a-carin' which," says he.)



GOLF AT PINFHURST, N. C.

Pinehurst, N. C.



LONGITUDINALLY, North Carolina lies in a belt midway between the semi-tropical south and the so called temperate zone of the north. With a frontage on the Atlantic Coast to the east, the state extends westward in a narrow strip into the mountain region. A

little south of its center, lies Pinehurst, in a territory which at one time was originally covered with a great forest of long leaf pine trees, hence the name of the place. It has been said by scientists that these long leaf pine trees produce ozone in the atmosphere. Ozone restores vitality to the run-down human system, consequently it follows that the pine regions of the Carolinas,



AN INTERESTING GOLF CONTEST AT PINEHURST.

coupled with the favorable climatic conditions, are much sought after when the trying winter season of the north, especially along the eastern coast, settles down in true earnest in December, continuing through the months of January, February and March.

Pinehurst is practically in the center of this famous region with an altitude of 650 feet above sea level and is only 350 miles south of Washington.

By reason of the New Union Station at Washington, in which all of the lines entering the Capital City must enter, the splendid

through trains of the Baltimore & Ohio Railroad now have most excellent facilities for reaching this famous resort via the Seaboard Air Line or the Southern Railway. Especially is this so from New York, Philadelphia and Baltimore and New England points. The Famous "Royal Limited," the magnificent all Pullman train of the Baltimore & Ohio, leaves New York City at 4.00 p. m., reaching Washington in five hours at 9.00 p. m. This beautiful train which is made up exclusively of Pullman buffet smoking cars, parlor and observation



IN THE GAME PRESERVES AT PINEHURST.

cars and exquisite dining car service, is the best connection from the northern cities with the through train of the Seaboard Air Line leaving Washington at 9.30 p. m., affording a most comfortable connection and reaching Pinehurst about noon the next day.

The "Chicago-Pittsburg Limited" arrives Washington at 4.42 p. m., allowing ample time for a perfectly sure connection.

Pinehurst is amply supplied with most excellent hotels; many cottagers go down as early as October and stay until May. Accommodations can be provided for about 1500 persons. Besides the four hotels there are about fifty cottages and apartments which can be rented for the season; many of them are comfortably furnished for housekeeping and are supplied with modern paraphernalia; there are also several excellent boarding houses where accommodations can be obtained at reasonable rates.

Schools have been provided for children who can have the full enjoyment of out-door life during the winter months and at the same time have the advantage of the schools.

As a fashionable resort this delightful place has become more popular each year; it has become the prominent center for golf tournaments and each winter an elaborate program is prepared, the annual mid-winter tournament taking place in January at which time many of the prominent golf clubs of New York and Boston enter into the spirited contests. Pinehurst has a handsome country club house with every modern convenience and memberships are sold for the season.

Aside from golf, there are tennis, trap shooting and target pistol tournaments, and every possible provision is made for every out-door sport.





THE PINES OF PINEHURST.

Travel on the Trans-Siberian Railway

ACCOMMODATIONS ON SLEEPERS

By CHARLES A. SIDMAN



IN these days of long distance traveling it is interesting to note how journeys are made on the Trans-Siberian Railroad, the longest railroad in Europe and probably in the world.

The time required to make a journey from Vladivostok to St. Petersburg is about eleven days, while the journey to Paris or London will take at least fourteen days. The favorite trains between Moscow and St. Petersburg are those operated at night, the service being similar to that between Washington and New York, leaving in the evening and arriving in the morning. The postal trains in Siberia and Russia do not make as fast time as the express trains or trains de luxe.

The trains de luxe which leave Vladivostok twice a week, are composed of first and second class sleeping cars, dining and baggage cars. These trains reach European points by way of Moscow or St. Petersburg. Dinner and lunch are served family style. Breakfast is served a la carte with good coffee, tea, eggs, omelets, bread, etc., at a reasonable price. Dinner and luncheon cost 75 and 50 cents respectively. Special dishes with wines, tea, etc., are charged for separately.

The sleeping accommodations are comfortable, but toilet facilities are not as luxurious as those we have at home, and tourists are advised to carry an ample supply of towels, soap, etc.

The Trans-Siberian sleeper is divided into compartments, with a passageway along the side of the car. Russian berths are more commodious than those we have in America, the cars being larger and the railway gauge being wider. Many Russians on account of their physical proportions require greater berth space than is usually requisite for comfort on American roads.

The Wagon Lits service (similar to our Pullman service) can be had west of Irkutsk, the extra charge for berths, etc., being nominal, equivalent to about \$15.00 per berth and accommodations on board the Wagon Lits train, first class sleeper, for

the seven day ride from Irkutsk to Moscow. When there are no women or inexperienced travelers in parties, Russian postal trains may be found satisfactory. Those desiring to study the country and conditions carefully find the slower trains more to their purpose.

The baggage regulations are very strict and very little is carried free, only one pood or about 35 pounds being allowed. Excess baggage is charged for at the rate of \$1.32 per 10 pounds from Vladivostok to Moscow. Russian sleeping cars, also Wagon Lits sleeping cars in Siberia and Russia are decidedly roomy and twice the number of packages and grips can be accommodated as on the ordinary Pullman. Passengers on the Trans-Siberian railway route are liberally provided with hand baggage and this is rendered desirable and necessary on account of the great distance and time required to make the trip. Many second and some first class passengers on the trains de luxe carry a supply of tea, sweets, crackers and other eatables, together with a small teapot, and by paying the car porter a small fee, usually 5 or 10 cents, are supplied with hot water when tea and light refreshments are desired in the coupe. A small steamer trunk can frequently be carried on a wire shelf over the passageway of the compartment sleeping cars. Over this passageway, on some of the Wagon Lits cars on the Trans-Siberian route, a number of grips and small boxes can be stored from inside the coupe.

It is notorious that all the European railroads have a poor baggage system, and none of them have the checking system that American roads have. Your baggage is brought to the station and dumped on to the platform, from which it must be put on board your train by a porter under your supervision. Numerous complaints have been made that small articles of personal apparel and money have been stolen from Siberian railway stations. Some instances of these complaints, however, were traced to causes that might ordinarily result in the separation of the traveler from his money or goods in America or elsewhere throughout the world.

It is also well in making this trip that the tourist should be provided with a dictionary in Russian, German and French. These languages are usually spoken, however, by the train or dining conductors. If you have a speaking knowledge of French, so much the better. On the Chinese Eastern Railway, east of Irkutsk, a speaking knowledge of Russian and German, in addition to English, is more requisite, although in most instances there are to be found travelers who speak several languages. A note book with a few dining and sleeping car necessities, written plainly in English and Russian, is a great aid to most travelers who speak only English. The Russian word for "please" is so frequently used as to become familiar to travelers and should be included in the travelers' prearranged vocabulary.

Travelers making trips over the Trans-Siberian should provide themselves with passports and see that they are properly viséed by a Russian Consul at the time of departure from any point. They are usually examined and stamped by the local authorities at hotels en route where travelers stay.

If tickets are purchased at Vladivostok rubles will be used in settlement. The ruble is used throughout the route. American, Japanese or Chinese money can be exchanged at Vladivostok, a small charge being made for the service. The yen, Mexican dollar, and ruble are accepted in small commercial transactions as being of the approximate value of 50 cents gold.

Conditions on the road prior to the war with Japan were very bad, but of late the officials have taken hold with great energy and the road promises to be well patronized.



For the New Year

BY JAMES W. FOLEY

*New thoughts, if old ones sear and scar,
New dreams, when old ones withered lie,
New joys, where old ones vanished are,
New hopes, should old ones droop and die,
New hearts that throb with warmth o' noon,
New songs that bring a sweeter tune,
So may we know them—you and I.*

*New courage for the tasks to be,
New lessons from the days gone by,
New faith, new love, new charity,
New splendor in the blue of sky,
New deeds, and better than the old,
New tales by fairer fortune told,
So may we hear them—you and I.*

*New days, when, diligent, we build
New castles of enduring good,
New deeds by strength and purpose willed,
New hopefulness, new brotherhood,
New trust that bides and never ends,
New blessings showered on old friends,
New faith in heaven, new gratitude.*



By Permission of Foster & Reynolds Standard Guide to Florida.

AVENUE FROM LAKE TO OCEAN AT PALM BEACH, FLORIDA.

Winter Resorts in Florida



FLORIDA as a winter resort is not confined to the east coast alone. While the majority of magnificent hostelrys perhaps lie along the Atlantic coast front, there are many beautiful places lying around the numerous lakes in the interior, as well as along the west coast.

The St. Johns River has its source in the small lakes in southern Florida and flows its northern course, widening here and there into many beautiful lakes, and at Palatka it spreads out into magnificent proportions.

Palatka lies fifty miles south of Jacksonville on the St. Johns River; it is a prominent excursion point for places up the Ocklawaha River and which affords many characteristic scenes of the Florida country. Farther south on the coast lies Ormond, about sixty-eight miles from St. Augustine; it affords a combination of pleasures of the ocean front, with orange groves and forests at its back. It is at Ormond the many automobile racing events occur annually in January.

Dayton and Seabreeze are on the coast a few miles south of Ormond; the two towns are connected with bridges which span the Halifax River.

Following the east coast southward, the resorts of Port Orange, New Smyrna, Rockledge and many places of lesser note follow in short distances apart all the way down to Palm Beach, far down on the southeastern coast.

Palm Beach is one of the most beautiful sea coast resorts in the world. A great hotel is built on an island, separated from the main land by Lake Worth.

Half a mile west on the other side of the island, which is reached by a broad asphalt walk lined with superb vegetation, stands the "Royal Poinciana," the largest hotel in the South and one of the largest in the world. It faces the lake and is surrounded by gardens, with a profusion of tropical and subtropical plants. The climate at Palm Beach is almost that of summer in the North, affording all sorts of out-of-door sports boating, bathing, golf and tennis.

Miami is almost at the extreme southern end of the peninsula, on Biscayne Bay, at the mouth of Miami River. A fleet of steamers ply between Miami, Nassau, Key West and Havana, Cuba.

Among the resorts in the interior is Orlando, a very popular resort almost in the center of Florida; it is surrounded by many beautiful lakes, exquisite roads, vineyards and orange groves. Winter Park, with its forests of pine and tropical plant life, lies a few miles north of Orlando. De Land is the county seat of Volusia County, in the high pine forests not far from the St. Johns River. It is a charming health and pleasure resort.

Ocala is one of the commercial centers, as well as winter resorts, and the famous Silver Springs are not more than five miles distant.

On what is known as the west coast of Florida Tampa stands pre-eminent. It is at the head of Tampa Bay and is the metropolis of the west coast of Southern Florida. A magnificent hotel of Moorish architecture, surrounded by a beautiful botanical garden, is one of the greatest attractions to tourists. There is a peculiarly foreign air about Tampa, leaning toward the Spanish, through the interchange with Havana and the steamers plying between these cities. St. Petersburg lies southwest of Port Tampa on Tampa Bay, and affords a most delightful climate in winter. Belleair, farther north on the Gulf coast, is often referred to as "Belleair the Beautiful," as its surroundings are tropical and it affords a beautiful view of the Gulf. Punta Gorda lies on Charlotte Harbor, a bay of the Gulf, far down the southwest coast; and Fort Myers still farther south, which was the headquarters for United States troops in the war with the Seminole Indians, is a favorite resort for tarpon fishing on the Caloosahatchie River. Tarpon Springs, on the Anclote River, is a popular family resort.

There are innumerable smaller places all over Florida which are of easy access via the various railways from Jacksonville, and for three months every year January, February and March—the exodus from the North increases the population of Florida many fold.

A Town Clock Faithfully Recording Time for More Than a Century

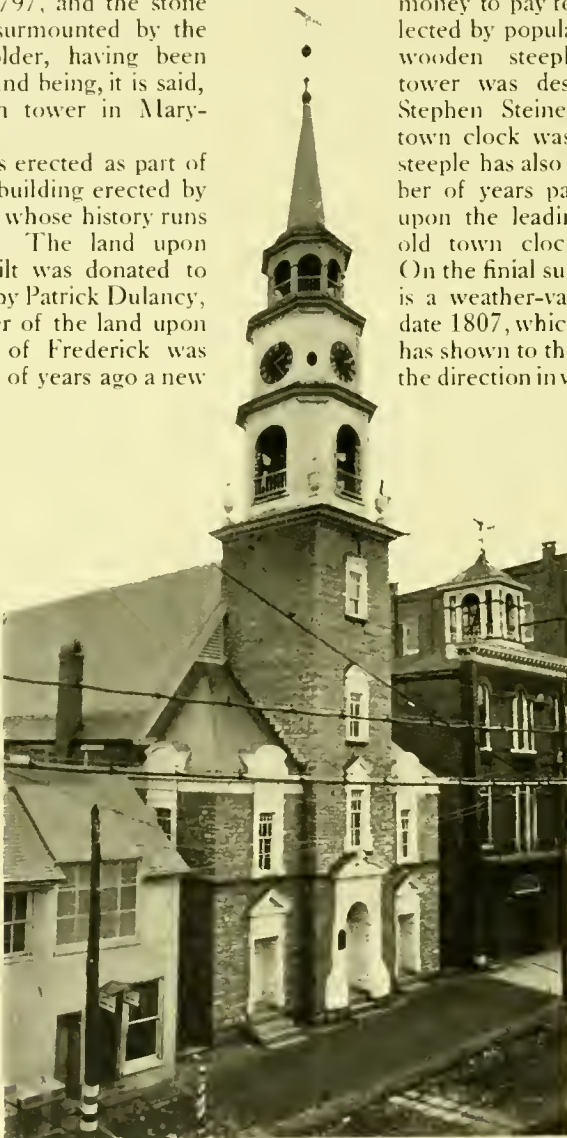


INTERESTING services were held on October 27 last in the Evangelical Reformed Church, of Frederick, Maryland, to commemorate the one hundredth anniversary of the erection of the steeple, in which is housed the town clock of Frederick. The town clock itself is older than the steeple in which it is located, having been in operation since 1797, and the stone tower which is surmounted by the steeple is still older, having been erected in 1764, and being, it is said, the oldest church tower in Maryland.

This tower was erected as part of the third church building erected by the congregation, whose history runs back 175 years. The land upon which it was built was donated to the congregation by Patrick Dulancy, the original owner of the land upon which the town of Frederick was built. A number of years ago a new

church was built across the street from the old one, and in 1880 the main portion of the old church was torn down, though the stone tower and its steeple were left standing and a new building erected back of the tower and connected with it, which is now used for the Sunday school and prayer meetings of the congregation. It is known as Trinity Chapel.

The town clock was constructed in 1796 or 1797 by Frederick Heisley, the money to pay for it having been collected by popular subscription. The wooden steeple surmounting the tower was designed and built by Stephen Steiner in 1807, and the town clock was placed in it. The steeple has also contained for a number of years past a chime of bells, upon the leading bell of which the old town clock strikes the hours. On the finial surmounting the steeple is a weather-vane marked with the date 1807, which for a hundred years has shown to the people of Frederick the direction in which the wind blows.





Stub Ends of Thought

By ARTHUR G. LEWIS.



MODERN society and civilization are morally superior to the opposite conditions only in proportion to the happiness they create.

THE restless rebellion of resentment burns like fire into the heart of co-operative results.

WHERE is the line drawn between what some men call a good fellow and all men know to be a weak fool?

TO pretend we believe something that we do not know constitutes a lie against ourselves, and is an insult to our own intelligence.

FLATTERY is a dog that wags its insincere tail at us for the purpose of his own personal gain or our ridicule.

LET us endeavor to early learn, that one bad thought can be driven out of our mind by a pure remembrance.

WHEN a man makes a fool of himself, his fellows have a legal right to enjoy a laugh at his expense.

THE injustice of prejudiced and incompetent authority brings about a condition of contempt too deep for words, and a sense of powerless humiliation.

THE law of love is the only everlasting force in the field of labor.

Too many of us are victims of undigested education and surface experience, measured more by our impressions than knowledge.

No matter how hard we may labor, conditions change as fast as our efforts to keep up with them.

THE science of leadership is that impression of power which prompts others to follow our example.

THAT which we know of ourselves is the only real estimate of individual character.

LOVE destroys egotism, and converts a weakness into the unselfish virtue of self-sacrifice.

THERE are just two things that we should never worry over: First, that which cannot be remedied, and second, that which can be accomplished.

As long as the motive of religious observance is a fear of punishment, we cannot expect the Christ-life example to prevail.

THOUGH there may be no present to appreciate and no future to hope for, thank God, there is a past to be remembered.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE NOV. 17, 1907.										
EASTWARD										
	No. 504 DAILY	No. 528 EXCEPT SUNDAY 8 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 8 HOUR	No. 508 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
LV. WASHINGTON, NEW UNION STA	7.00	9.00	9.00	11.00	1.00	3.00	6.00	8.00	11.30	2.62
LV. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.60	1.55	3.48	6.00	9.00	12.36	3.46
LV. BALTIMORE, MT. ROYAL STATION	8.00	9.64	9.67	11.64	1.59	3.52	6.06	9.06	12.44	3.61
AR. PHILADELPHIA	10.15	11.62	12.11	2.02	4.06	6.50	8.19	11.46	3.06	6.00
AR. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.20	6.40	8.32
AR. NEW YORK, 230 STREET	12.46	2.10	2.40	4.26	6.46	8.10	10.60	6.33	6.33	8.43
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOV. 17, 1907.									
WESTWARD									
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 8 HOUR	No. 509 "ROYAL LIMITED" DAILY 8 HOUR	No. 503 DAILY	No. 511 DAILY
	PM	AM	AM	AM	AM	PM	PM	PM	PM
LV. NEW YORK, 230 STREET	11.60		7.60	9.60	11.50	1.60	3.60	6.50	6.50
LV. NEW YORK, LIBERTY STREET	1.30		8.00	10.00	12.00	2.00	4.00	6.00	7.00
LV. PHILADELPHIA	4.16	8.15	10.17	12.30	2.17	4.16	6.12	8.31	9.21
AR. BALTIMORE, MT. ROYAL STATION	5.45	10.60	12.13	2.43	4.15	6.09	8.09	10.50	11.23
AR. BALTIMORE, CAMDEN STATION	6.50	10.66	12.17	2.47	4.20	6.13	8.13	10.66	11.27
AR. WASHINGTON, NEW UNION STA	7.60	11.46	1.12	3.60	5.20	7.00	9.00	12.00	12.22
	AM	AM	PM	PM	PM	PM	PM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE NOV. 17, 1907.									
WESTWARD									
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY	
	AM	AM	PM	PM	AM	PM	PM	PM	NOTE.
LV. NEW YORK, 230 STREET	9.60 AM	11.60 AM	N 3.60 PM	6.60 PM	7.50 AM	11.60 PM	6.50 PM		
LV. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM		
LV. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.15 AM	9.21 PM		
LV. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.18 PM	8.09 PM	10.60 PM	12.13 PM	7.46 AM	11.23 PM		
LV. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.22 PM	8.00 AM	11.32 PM		
LV. WASHINGTON, NEW UNION STA	4.05 PM	6.30 PM	9.10 PM	12.40 AM	1.22 PM	9.10 AM	12.30 AM		
AR. DEER PARK HOTEL									
AR. PITTSBURG			6.46 AM		9.42 PM	5.26 PM	8.60 AM	LV 6.40 PM	
AR. CLEVELAND			12.00 NN						
AR. WHEELING (EASTERN TIME)		6.35 AM				9.00 PM		LV 8.30 PM	
AR. COLUMBUS (CENTRAL TIME)		8.46 AM						10.16 PM	
AR. OHIOAGO		6.16 PM			9.45 AM	8.30 AM		8.30 AM	
AR. CINCINNATI	8.05 AM			6.35 PM		1.46 AM			
AR. INDIANAPOLIS	11.45 AM			10.36 PM		6.36 AM			
AR. LOUISVILLE	11.60 AM			9.35 PM		7.20 AM			
AR. ST. LOUIS	5.40 PM			7.28 AM		1.40 PM			
AR. CHATTANOOGA	7.30 PM			6.40 AM					
AR. MEMPHIS	11.25 PM			8.35 AM					
AR. NEW ORLEANS	10 55 AM			8.15 PM					

Through Pullman Sleepers to all points. + Except Sunday. N—Connection east of Philadelphia is made with No. 609.
"Royal Limited." Note.—Direct connection at Cumberland with Train No. 55 from points east.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE NOV. 17, 1907.									
EASTWARD									
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 OUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY		
	AM	AM	PM	PM	PM	PM	PM		
LV. CHICAGO			5.00 PM	10.40 AM			8.30 PM		
LV. COLUMBUS				7.00 PM					
LV. WHEELING (EASTERN TIME)		6.00 PM		12.25 AM			10.60 AM		
LV. CLEVELAND			8.30 PM		2.60 PM				
LV. PITTSBURG			8.00 AM		9.40 PM				
LV. ST. LOUIS	* 9.00 AM	1.45 AM				* 6.00 PM	1.16 PM		
LV. LOUISVILLE	2.10 PM	8.10 AM				9.28 PM			
LV. INDIANAPOLIS	3.00 PM	* 8.06 AM				2.30 AM			
LV. CINCINNATI	* 6.35 PM	12.10 PM				4.12 AM			
LV. NEW ORLEANS		9.16 AM				8.00 AM			
LV. MEMPHIS		8.36 PM				7.10 PM			
LV. CHATTANOOGA		11.35 PM				6.36 AM			
LV. DEER PARK HOTEL									
AR. WASHINGTON, NEW UNION STA	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.40 AM	2.37 AM	10.26 PM		
AR. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	6.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM		
AR. BALTIMORE, MT. ROYAL STATION	1.69 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.51 AM	12.44 AM		
AR. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.05 AM		
AR. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.36 PM	8.32 AM	5.40 AM		
AR. NEW YORK, 230 STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	6.33 AM		

Through Pullman Sleepers from all points. * Daily. + Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Drawing Room Sleeping Car New York to Chicago. Dining Car, a la carte, New York to Philadelphia.

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Parlor Car New York to Philadelphia. Drawing Room Buffet Sleeping Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Louisville. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellair. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Drawing Room Sleeping Car Richmond, Va. to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Washington to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Parlor Cafe Car Wheeling to Newark. Drawing Room Sleeping Car Cleveland to Chicago. Buffet Parlor Car Baltimore to Pittsburg.

No. 55. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington. Drawing Room Sleeping Car Pittsburg to Richmond, Va.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville and Philadelphia to New York. Dining Cars serve all meals.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Parlor Cafe Car Newark to Wheeling. Parlor Car Wheeling to Cumberland. Buffet Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONDLER, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
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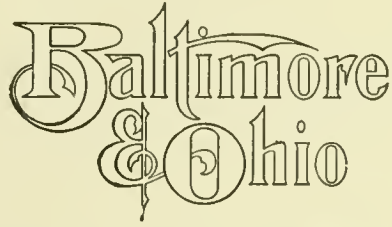
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New Union Station	
Ar. Baltimore	3.44 pm
Camden Station.	
Lv. Baltimore	3.48 pm
Camden Station.	
Lv. Baltimore	3.52 pm
Mt. Royal Station.	
Ar. Wilmington	5.17 pm
Ar. Philadelphia	5.50 pm
24th and Chestnut.	
Ar. New York	8.00 pm
Liberty Street.	
Ar. New York	8.10 pm
23d Street.	

S O U T H B O U N D .

Lv. New York	3.50 pm
23d Street.	
Lv. New York	4.00 pm
Liberty Street.	
Lv. Philadelphia	6.12 pm
24th and Chestnut.	
Lv. Wilmington	6.44 pm
Ar. Baltimore	8.09 pm
Mt. Royal Station.	
Ar. Baltimore	8.13 pm
Camden Station.	
Lv. Baltimore	8.16 pm
Camden Station.	
Ar. Washington	9.00 pm
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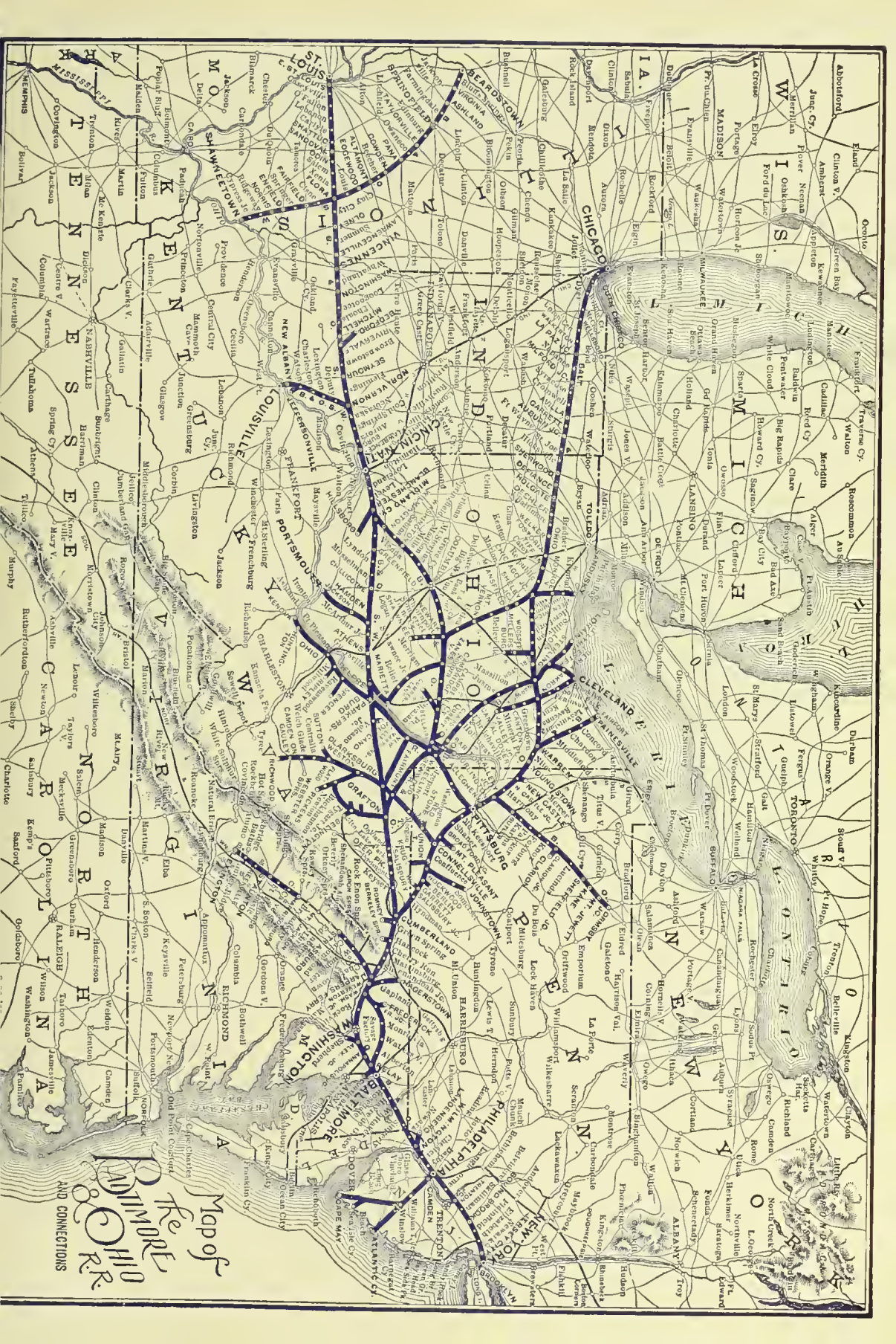
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Map of
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EAST AND WEST



CALENDAR - 1908



JANUARY							FEBRUARY							MARCH							APRIL						
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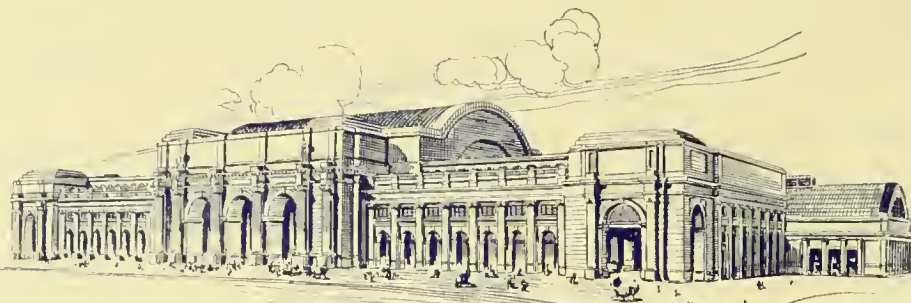
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BOOK OF THE ROYAL BLUE.

FEBRUARY, 1908.

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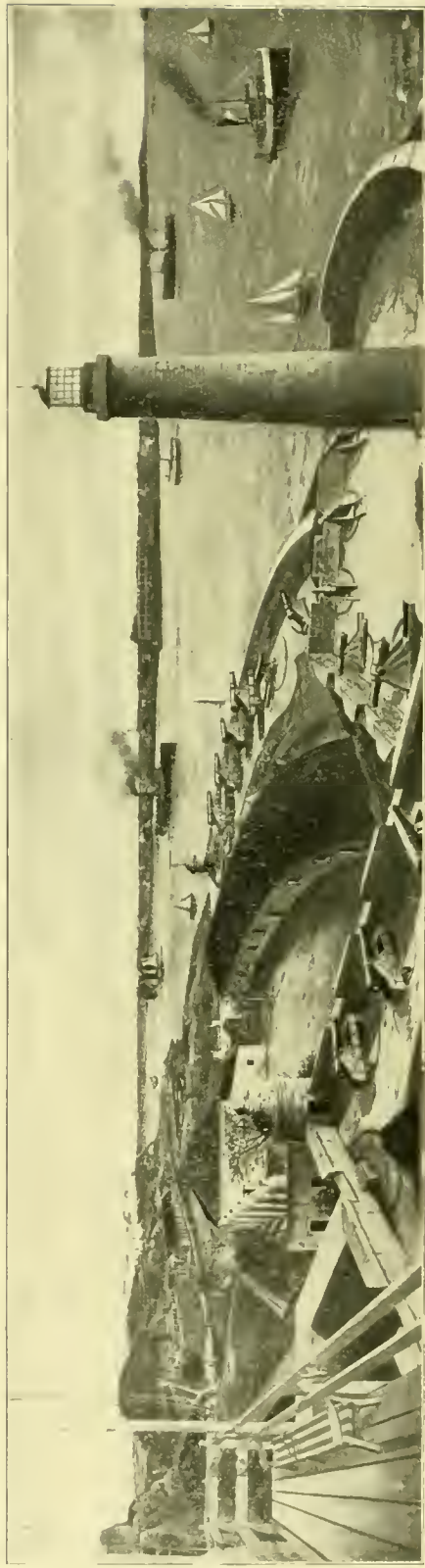
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WILLIAM ELLIOTT LOWES, EDITOR.

VOL. XI.

BALTIMORE, FEBRUARY, 1908.

No. 5.

Cuba and Nassau

By LYMAN DENISON



HERE is no more fascinating place in the western hemisphere than this same gay city of Havana. No more foreign atmosphere is to be found in the Mediterranean than is afforded by this "Old World" city, whose harbor mouth is guarded by the grim Morro

ure ships of the Main in the narrow seas between Florida and this same old Morro. Since those brave days the city has changed, inasmuch as it has kept pace with modern times in the matter of conveniences, electric lights, street cars, telephones and automobiles, all of which are plainly in evidence; but the style of architecture, the narrow streets in the old portion of the city are the



LOWER BATTERY, CABANAS, HAVANA.

Castle — in itself replete with suggestions of the days when the Spanish Main was fair cruising ground for Teach, Morgan, Lafitte and other gentry, who wined, dined and fought under the shadow of the flag with the skull and cross-bones, always, however, keeping a sharp lookout for the treas-

same that were built with an idea of barricades, to hinder the progress of buccaneers and pirates in the olden days referred to. In those days Havana was a walled city. To-day, one can see portions of the old wall still standing, crowded with sentry box and lookout towers that tell a story of



BOAT LANDING. MORRO CASTLE.

helmet and breast-plate, of marion and arquebus, worn under that proud blazon of Castile and Leon, the blood and gold flag of Spain. Since those days the necessity for a stone wall to keep out undesirable visitors has passed, and the city grew apace. The modern part is replete with broad streets and handsome structures, and the whole city is kept scrupulously clean and is attractive in every respect.

The Spaniard and Cuban people are a fun loving class, and it has been the custom for many years to have a Winter Carnival here. This year's festivities are being planned with a view toward making it an event of particular attraction for tourists and visitors. The mayor and councilmen have donated from the city treasury a large sum of money for this purpose. It is intended to have music in the public parks every afternoon and night, horse racing, aquatic sports, parades, a general illumination of the city at night and many other attractions to begin February 23. During the actual Carnival period, commencing February 23 and lasting until March 31, each Sunday will be seen a spectacle so attractive that I have neither words nor space to describe it in detail. The parade will form in the Central Park about 2.00 p. m. each Sunday afternoon, and will consist of floats representing the Island industries, decorated coaches, drags, tandem tea carts, volantes, automobiles and in fact every sort of presentable

vehicle. The parade will be miles in extent, will circle the city along the beautiful Prado, out the Sea Wall drive and back by the magnificent boulevard of the Carlos III. road.

The balconies along the way are crowded with people throwing confetti, which compliment is heartily returned by the people in the parade and on the sidewalks. Everything and everybody wears a holiday aspect, and all enter into the spirit of the time with the utmost abandon and good nature. Groups of people on foot, clad in most fantastic costumes, catch the eye. Here may be seen a group of fancy maskers making sport for those who care to see; a ring is formed around them, there is a blast from a trumpet and into the ring spring half a dozen men clad in the gaudy, but beautiful, costume of the bull fighter. The bull, as represented by two men clad in a bull's skin, with dangerous looking horns, comes charging into the ring, shaking his head vigorously, bellowing ferociously, and strange to say, scratching his hind legs, or some other equally ludicrous action, which sets the crowd in a roar of laughter. Suddenly he charges headlong at a toreador, who sidesteps lightly, whipping the bull in the face with a red flag; possibly the sidestepping is not gracefully done, a foot slips and down goes the toreador, whereupon the bull is filled with rage and rushes upon him, jumps on him with its fore feet, while the

hind feet, not to be cheated out of this satisfaction, tries its best to jump on him also; but failing, owing to the construction of the animal, takes a kick forward at him. Then comes the matador with a sword made of a stick, stalking forth amid the plaudits of the on-lookers, to pose, to bow and lift his cap in salute; and then, after sharpening his sword upon the sole of his shoe, he adjusts the bull's position to his

better prepared this year in this respect than ever before, as in addition to the other hotels, a new and palatial one is to open its doors in February. It is the "Hotel Sevilla," just being finished at a cost of half a million dollars, and is undoubtedly the finest and most thoroughly equipped hotel in this part of the world. It has 300 rooms, most of them with toilet, bath, clothes closet, telephone, electric lights, brass bed-



ENTRANCE TO OLD CAVE, CUBA.

satisfaction and makes the fatal thrust. The poor animal staggers, shakes its head from side to side, and sinks slowly to the ground—that is, the front end of him does, the rear end probably executes a little step dance and the crowd moves on to view the next spectacle, of which there are many.

A large travel is expected during February and March but the hotels are adequate to care for all that come. Havana is

steads, modern mattresses, and in fact every comfort of modern times. It will have palm garden, Japanese tea room, music, and in fact every attraction of an up-to-date hotel, with American management and help. So, no one need fear inferior hotel accommodations in Havana.

It is surprising how many people, who should know better, regard Havana as a remote and inaccessible place. As a matter



YOUNG ORANGE GROVE, CUBA



AMERICAN ORANGE GROVE, CUBA.

of fact, it is within nine hours of travel of the United States, as it is only ninety miles to Key West. The Peninsular and Occidental Mail Steamships bring the mail six times a week. In their office at Havana,

Tampa, they can leave Port Tampa, Florida, every Sunday, Tuesday and Thursday at 11.40 p. m., making direct connection with through vestibule trains from all parts of the United States at shipside. If one wishes to



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a New York stock board gives hourly quotations by cable from Wall Street. Most of the travel comes via Florida ports, which gives the shortest and most delightful sea voyage between the Island and Florida ports. For instance, if one wishes to go via

go via the Florida East Coast, St. Augustine, Palm Beach, Miami, they can leave Knights Key, Florida, every Tuesday, Thursday and Sunday at 8.00 p. m., arriving at Havana next morning at 5.00 a. m. The service via the East Coast is in connection with the



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extension of the Flagler road from Miami to Knights Key, the greater part of which is over the Florida Keys and the ocean.

Now a few words about Nassau as a tourist resort. It is so easy of access from Miami, just one night at sea, that it is a

Wednesday and Friday at 3.00 p. m. At Nassau the passengers are landed within a stone's throw of one of the world-famed East Coast hotels, the Colonial, where guests are sure of the best attention.

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HOTEL COLONIAL, NASSAU, BAHAMAS.



SPONGE FLEET, NASSAU.

favorite trip with Florida tourists, and well repays one for the time spent. The Peninsular and Occidental Steamship Company's steamships sail from Miami and from Nassau three times per week during February and March, leaving Miami every Monday,

skies and balmy breezes one can, away from the workaday world, enjoy the tropic warmth, and boat, fish and explore to one's satisfaction; the sea-gardens, with a wealth of marine flora, can be seen through the clear, green water depths. The place abounds in

charming drives, and the town itself is filled with romance of stirring times, not only during the war for the Union, when it was the headquarters of the Confederate blockade runners, but in the days when the pirates cruised the narrow seas in search of plate galleons of Spain. Here lived the notorious Blackbeard and a number of choice kindred spirits, whose only ensign was a "jolly roger."

Nassau is the chief city and capital of the island of New Providence, and is under British rule. Its population is about 14,000, about one-fifth of whom are white. It is

situated on the north shore of the island; the principal thoroughfare is called Bay Street, divided into East and West. Government House and other prominent buildings are on the crest of a hill back of the landing. Fort Fincastle crowns the summit of the hill, and is reached by way of the Queen's Staircase, a great passageway cut through the coral rock sixty or seventy feet deep and about twenty feet wide. Lack of space prevents further description of this restful spot, but no description can possibly do justice to its many charms.



LIBRARY, NASSAU

The Heroism of Elizabeth Zane

By CHARLES L. SHIPLEY



In the month of September, 1781, Fort Henry, now the site of the city of Wheeling, West Virginia, was invested by a large force of Indians under the leadership of the notorious Simon Girty, the most famous or rather infamous renegade of that period.

So suddenly was the attack made that no time was afforded for preparation. The fort at the time was commanded by Colonel Silas Zane; and Colonel Ebenezer Zane, the senior officer, was in a block house fifty yards distant from the fort.

Among the inmates of the fort was Captain Isaac Williams, one of the most celebrated pioneers of his day. Along with him was his wife who was a Rebecca Martin, from Maryland, and whom Captain Williams had rescued in a romantic manner while fleeing for her life from the Indians in a canoe on the Ohio river. She was noted along the entire Ohio frontier as being equally as brave and fearless as her distinguished husband.

On the morning following the investment a demand was made for the surrender of the fort, and Colonel Zane, smilingly turning to Mrs. Williams, asked her what reply he should give. "Tell him," said Mrs. Williams, "that we will defend it as long as there is a charge of powder left." This fearless answer was promptly delivered to the renegade and his dusky followers.

A heavy fire was then opened upon the post and the siege was pressed with such vigor that in two days half the garrison was killed and wounded. There was no surgeon in the post, but Mrs. Williams did all she could for the wounded and with such skill and success that a doctor who arrived a few days later declared that he himself could not have done any better.

When not engaged in dressing the wounds of the post's defenders, she seized a rifle and manned a loop-hole. She was a splendid shot, and while the other women moulded bullets, she fired them with such precision that four of Girty's warriors were disabled before her post in less than an hour.

Despite, however, the heroism of both men and women, the garrison was reduced to a dozen men, and to complete the desperate situation the powder gave out. Fifty yards distant was the block house, and in it was stored the only remaining keg of powder. It could only be obtained by passing the whole distance under the fire of the enemy—a feat that seemed altogether hopeless and certain death to any one who would attempt it.

The commandant called for volunteers. The men were all silent. The risk was a deadly one. After gazing at each other some time, each waiting for some one else to speak, a young man stepped forward and said he would undertake the perilous mission.

Immediately a half dozen offered their services. While they were disputing about who should go, Elizabeth Zane, a sister of the Zanes, and just fresh from a boarding school in Philadelphia, came forward and declared she would go for the powder.

Her brother thought that she would flinch from the enterprise, but he was mistaken. She had the intrepidity and fortitude characteristic of the daughters of pioneer days to sustain her in this heroic risk of her life.

Her brother then tried to dissuade her from the attempt, by saying that a man would be more fleet, consequently would be in less risk of his life.

She deftly replied that they had not a man to lose from the defense of the fort, and if she should fall she would scarcely be missed.

She then divested herself of such of her clothing as would impede her speed. The gate was thrown open, and Elizabeth bounded out at the top of her speed and ran swiftly forward until she reached the door of the block house.

Her brother hastened to open the door to his intrepid sister.

The Indians when they saw her bound forth did not fire a shot, but called aloud in amazement, "A squaw! A squaw!"

When she told her errand to her brother, he took a table-cloth, and putting the keg of powder in it, she slung it over her shoulders and prepared for her perilous return trip. The moment she issued from the house, the enemy suddenly divined her mis-

sion, and bullet after bullet came flying past the brave girl, but true and swift as an arrow shot from a bow she kept her path until the gate of the fort closed behind her, the balls from the Indian rifles burying themselves in the heavy timbers.

The heroic girl was welcomed with frenzied cheers by the garrison, and the fight was renewed with such energy that in a few

hours Girty raised the siege and departed with his warriors.

The memory of this brave girl and her heroic act has been perpetuated in diverse ways, but perhaps none of them does her the justice deserved than the poetical tribute of a distinguished writer that was paid to her over twenty years ago in the *St. Nicholas Magazine*:

This dauntless pioneer maiden's name
Is inscribed in gold on the scroll of Fame;
She was the lassie who knew no fear
When the tomahawk gleamed on the far frontier.
If deeds of daring should win renown,
Let us honor this damsel of Wheeling town,
Who braved the savages with deep disdain—
Bright-eyed, buxom, Elizabeth Zane.

'Twas more than a hundred years ago,
They were close beset by the dusky foe;
They had spent of powder their scanty store,
And who the gauntlet should run for more?
She sprang to the portal and shouted, "I!
'Tis better a girl than a man should die!
My loss would be but the garrison's gain.
Unbar the gate!" said Elizabeth Zane.

The powder was sixty yards away,
Around her the foemen in ambush lay;
As she darted from shelter they gazed with awe,
Then wildly shouted, "A squaw! a squaw!"
She never swerved to the left or right,
Swift as an antelope was her flight.
"Quick! open the door," she cried, amain,
"For a hope forlorn! 'tis Elizabeth Zane!"

No time had she to waver or wait,
Back she must go ere it be too late:
She snatched from the table its cloth in haste
And knotted it deftly about her waist,
Then filled it with powder — never, I ween,
Had powder so lovely a magazine;
Then, scorning the bullets, a deadly rain,
Like a startled fawn, fled Elizabeth Zane!

She gained the fort with her precious freight,
Strong hands fastened the oaken gate:
Brave men's eyes were suffused with tears
That had there been strangers for many years.
From flint-lock rifles again there sped
'Gainst the redskins a storm of lead,
And the war-whoop sounded that day in vain,
Thanks to the deed of Elizabeth Zane.

Talk not to me of Paul Revere,
A man, on horseback, with naught to fear;
Nor of old John Burns, with his bell-crowned hat—
He'd an army to back him, so what of that?
Here's to the heroine, plump and brown,
Who ran the gauntlet in Wheeling town!
Here is a record without a stain—
Beautiful, buxom, Elizabeth Zane.

The Old Main Line

By FOLGER McKINSEY, the "Bentztown Bard" in Baltimore Sun.

Twenty miles from Baltimore, then the world begins,
Like a quiet sacrament after city dins;
Hills upon the left hand, river on the right
Rippling in its rocky bed on the way to light!
Twenty miles from Baltimore, swinging to the west—
All aboard for valley dreams and the lanes of rest;
All aboard for granite hills and the glens of green,
With the lovely waterfalls leaping down between:
Woodstock, Sykesville, Woodbine and away,
Up and over Parr's Ridge, panting hard for steam;
Frederick Junction, Winchester, then the shadows gray
And the lands of witchery in the vales of dream!

Twenty miles from Baltimore, creeping on we go,
Up the old main thoroughfare of the B. & O.
Winding as the stream winds, trailing through the blue
Of the rifted sky line and the hills of dew;
All aboard for bloomland, curving in and out,
Through the April wheatfields and the orchard route,
Jonquils in the springtime, and with dainty head
Hipatica to greet you from her clefted rocky bed:
Orange Grove, Ilchester, Gaither's and the hills,
Mount Airy on the summits with the blossoms and the breeze;
Bartholow's and Ijamsville—now her whistle shrills
Across the muddy river as it windeth to the seas!

Twenty miles from Baltimore, here the daisies shine,
Buttercups and laurelbloom and the columbine;
Miles of mossy lichens, the bluet, and for sure
Arbutus in the melting drift, waxen white and pure;
All aboard for Relay, here's the valley train,
Roaring round the long loops, in and out again;
Plunging in the tunnel mouth, out and then away
To the golden hilltops of the golden day:
Point of Rocks, Catoctin, Harper's Ferry, ho!
Bounding by the towpaths fearlessly and fine,
Through the happy homelands merrily we go,
A hundred miles of beauty on the old main line!

Twenty miles from Baltimore, nothing now to hear
But the roaring carwheels making music drear;
Twenty miles from Baltimore, nothing now to see
But the granite hillsides and the vales of glee;
All aboard for restland, every mile a gleam
Sweeter than the sunrise on the peaks of dream;
Every league a new world, bright with bloom and rill,
Marigold and meadowsweet, phlox and daffodil:
All aboard for anywhere, here's the line that goes
Out of roaring present-day to a quiet place,
Where the world is beautiful with the bloom of rose,
Songs and scents of summertime with their soothing grace!

Twenty miles from Baltimore, then the world begins,
Music of the mockingbird 'stead of city dins;
Swinging up the burnside, swerving round the hill,
All along the wildway song of brook and rill:
All aboard for yesterday, in the vales of bloom,
Twenty miles from Baltimore, twenty miles from gloom;
Twisting as the stream twists, shadows into light,
Virginia in the valley where we go to bed at night:
Relay, Woodstock, Sykesville—all aboard,
Over hill and valley with the green world all ashine;
Through the bloomy meadows and the gardens of the Lord—
Virginia in the valley, and the old main line!



THE BEAUTIFUL VALLEY OF THE

The Beautiful Cheat



ONE of the most attractive views of American scenery is that of the beautiful valley of the Cheat River in West Virginia on the western side of the Allegheny Mountain range; the exquisite view practically commences at Rowlesburg, W. Va., and extends westward for twenty-five miles. The eccentric river which derives its name from its deceptive features, winds along its tortuous path through great gorges in the mountains, here and there flowing peacefully in a narrow stream, then suddenly breaking forth in dashing torrents.

It is in this valley the Baltimore & Ohio Railroad, when it first crossed the Allegheny Mountains, was compelled to bolster itself along the side of the mountain by an enormous stone wall known as "Buckhorn Wall," which was considered one of the great engineering feats of its time.

Cheat River cuts its narrow bed many feet below the railway tracks, and the sides of the mountains rise abruptly to a height varying



EAT RIVER IN WEST VIRGINIA.

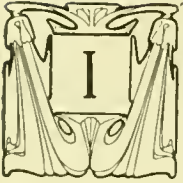
at River Valley.

from 1,500 to 2,000 feet. The scene presented above shows the Baltimore & Ohio R. R. tracks in the center, on the south side of the stream, and the line of the Morgantown & Kingwood Railway, which has recently been completed through to Rowlesburg, on the other side. Far up the valley is the cement works built on the steep side of the mountain.

Interesting features of the domestic life of this valley are the diminutive farms, which do not comprise more than 100 or 200 square feet, cultivated on the sides of the mountains at angles of 45 degrees.

At all seasons of the year this territory presents a marvelous panorama of beauty. It is in this section occurred the preliminary skirmishing of the Civil War between McClellan of the Union Army, and Floyd of the Confederate, and in the records of the war it is shown that many men were lost in falling over the deceptive precipices which abound in that neighborhood.

The Modern Railway Station Architecturally



It would be difficult to cite an instance where the demand on the part of the public for better architecture has been more conscientiously met than in the case of the great railroad corporations throughout the country in the improvement of their stations. The Baltimore & Ohio Railroad Company has gone as far if not farther than most roads in that they have an architectural department to give special thought to the needs and requirements as well as design of the many new stations they are building at various places along the line of their road.

The new station at Sandusky is a good sample of the newer stations along the Baltimore & Ohio for cities of smaller size. This station is in the nature of a terminal, being at the end of the division. It is reached by a spacious walkway running through from Market to Washington Street in front of the station. There is also a spacious driveway from both streets leading up to and around the rear of the station. Between the walk and driveway are located grass plats and flower beds.

The exterior walls of the station are of gray pressed brick with stone trimmings and stone base. The roof is designed with a large overhang for protection of the passengers against the weather, and is covered with red tiles which, combined with the gray brick and stone, give a pleasing color effect.

The center pavilion is a large general waiting room with entrance doors from the

driveway on the rear and from the platform in front. Around this are grouped the ticket office, women's retiring room and toilet, and smoking room, with toilet; the baggage room being located on one end. The rooms are all finished throughout with oak, the general waiting room having a paneled wainscot 3 ft. 6 in. high. The building is heated throughout by steam heat, the entire layout being arranged with a view to the comfort and welfare of the public.

The new station at Cambridge, O., is like the one at Sandusky, only in that the same materials of construction are used with the same general color scheme, light gray brick walls, limestone trimmings and red tile roof, with broad overhanging eaves. This station (Cambridge) has been planned as a through station, to be used jointly by the Baltimore & Ohio and the C. & M. Ry., and is located in the angle of the tracks. Two large waiting rooms have been provided, one for men and one for women, and the ticket office and toilet rooms for each are located between. Large doors open from each waiting room to the tracks on opposite sides to afford easy access to all trains. The baggage-room is at one end of the building where it is convenient to both tracks. The entire space surrounding the building and filling the angle of the tracks is paved, and flower beds have been provided where the space admits in order to further add to the attractiveness of the building.

Both Sandusky and Cambridge stations were planned and designed and erected under the direct supervision of the Company's architect, Mr. M. A. Long.





BALTIMORE & OHIO'S NEW STATION AT SANDUSKY, OHIO.

Sandusky, Ohio

By JAMES A. RYAN



NO spot in this section of the country is richer in historical associations than the region surrounding Sandusky. The early history of the city is so closely linked with the Baltimore & Ohio Railway, which was built out of Sandusky in the early thirties of the century just passed, that the erection of the new passenger station was a fitting monument in commemoration of the sixtieth anniversary of the opening of the road south to Newark. The Lake Erie division of the Baltimore & Ohio was the second railway constructed in the state. The line was built from Sandusky to Monroeville in 1838 and opened to Newark in 1847. The new Sandusky passenger station occupies a site a short distance from the first depot erected by the company. It is in keeping with the many other new stations that have been built by the Baltimore & Ohio along the line of its extensive system from the Atlantic to the Mississippi. The company's first depot stood just north of Market street. It served the company for almost half a century, when it was removed to make room for the great increase in business necessitating larger terminal facilities at this point. The second station was located at the corner of Market

street, overlooking beautiful Sandusky bay and the mammoth coal, ore, lumber and grain docks of the company. The new and handsome station just opened to the public is reached from the business portion of the city by two of the main streets of the city. It is constructed of light and dark gray brick. The material used below the belt course and quoins is of light gray, while the balance of the exterior is of dark gray. The belt course and other trimmings are of Bedford limestone. The roof is of red tile and the entire interior furnishings are in quarter-sawn oak, with hard oil finish. The floor is of edge grainling leaf pine and marble wainscoting is used throughout in each room. The heating and ventilating system is of the best design and in completeness of convenience and arrangement for the comfort of the patrons of the road the new station is a model in architecture and construction. From floor to eaves the building is 17 feet high, 76 feet long and $28\frac{1}{2}$ feet wide. The general waiting room is $28\frac{1}{2}$ feet wide and $34\frac{1}{2}$ feet long. Connecting with the general waiting room is a woman's waiting room 13 by $21\frac{1}{4}$ feet. The smoking room is $9\frac{3}{4}$ by $13\frac{1}{2}$ feet and the baggage room $11\frac{1}{4}$ by 24 feet. The ticket agent's office, in the north end of the general waiting room is $10\frac{1}{2}$ by 14 feet. The

building occupies a site mid-way between two of the prominent thoroughfares of the city. The approaches from the streets are wide and inviting. The carriage drive is spacious and with the grass plats and flower beds that surround the building and walks completes an improvement that is a credit to the company and one of the attractive public buildings of the picturesque bay city. The old stations have seen Sandusky grow from a city of small proportions and it is a safe prediction to make that the new passenger depot will shortly see an impetus in the industrial conditions of Sandusky that will far eclipse all former years. No city in the country is more advantageously situated for the location of manufacturing establishments than Sandusky. The excellent railway facilities afforded by the Baltimore & Ohio, reaching out to all parts of the country, touching the industrial points of the most prosperous section of the country, with its large ore and coal docks and mammoth warehouses, its miles of tracks in the Sandusky yards, offers capital seeking location a site equalled by few and surpassed by no other city along the chain of the great lakes. Admirably designed by nature as the site of a city, with its great bay admitting to wharfage the largest lake steamers, the future of the city is indeed encouraging to those who have watched carefully its sound and progressive growth during the past several years. The Baltimore & Ohio Railway has the record of shipping in a single season of navigation more coal over its Sandusky dock than any other dock on the lake, its total shipment for one season being one million tons. While the amount of tonnage handled has steadily increased with each succeeding year the passenger business has kept pace with the freight department. Sandusky

is the gate-way to Cedar Point, with its famous bathing beach and modern hotels, to the Lake Erie archipelago with its numerous vine-clad islands set like emerald gems amid the sun-kissed waves of old Erie. Famous as the union prison during the civil war Johnson's Island, opposite Sandusky, is a popular outing place for the excursionist and camper, while Put-in-Bay, Middle Bass, Kelley's Island, Lakeside, Ballast Island and other well known Lake Erie resorts are attractive places of interest to the seeker of health, recreation and amusement. Famous Cedar Point, the one spot on the continent marked by such a diversity of conditions that the individual wants and requirements of everybody are satisfied, is easily accessible from the city. The Baltimore & Ohio Railway passenger trains run directly to the Cedar Point steamboat landing, from which steamers depart every twenty minutes for the resort. No other place compares with this beautiful Lake Erie resort in popularity, pleasure, comfort and health giving qualities. Occupying, as it does, a semi-circular peninsula, some nine miles in length and less than a mile in width, it faces to the east, so that the prevailing southwest breeze of summer time insures it an equable clime, balmy and mild. It is complete in hotels, cottages and varied amusements. People come to Cedar Point from all parts of the country and over one million passengers were carried by the steamers plying between the city and the resort during the season of 1907. During the summer season the Baltimore & Ohio Railway daily carries into Sandusky, from points all along its line, thousands of people on their way to the charming near-by resorts where they while away the hours amid delightful scenes.





BALTIMORE & OHIO'S NEW STATION AT CAMBRIDGE, OHIO.

Cambridge, Ohio

By FRED L. ROSEMOND



THE city of Cambridge is a thriving, prosperous, busy town of about 15,000 people, located almost centrally in the field from which the celebrated Cambridge coal is produced, fifty miles north of the Ohio River at Marietta, and a like distance west of the same stream at Bellaire, where the historic bridge of the Baltimore & Ohio crosses the Ohio. The surrounding country is hilly and picturesque. The old National Road constitutes the main street. The last tunnel on the Central Ohio Division of the Baltimore & Ohio, as one goes west, is just outside the corporate limits of Cambridge.

Guernsey County, of which Cambridge is the county seat, is named after the far Isle of Guernsey, from which many of the early settlers came more than a hundred years ago. Various family names of evident French derivation may yet be recognized. The town itself is named after Cambridge, Maryland, from which some of the original proprietors came; and Wills Creek, which passes through the county from south to north, in a slow and devious course, derives its name from the stream of the same name

in that state. Fine schools, miles of paved streets, sewers and city water works are among the town's advantages.

Until 1885 Cambridge was no more than a prosperous rural county town. The soil generally in the vicinity is not the best, and this combined, perhaps, with the conservatism of the French pioneers to delay development and progress. About that time natural gas, obtained near at hand by a company composed chiefly of residents of the city of Baltimore, was piped into Cambridge and put into general use for light and fuel. The mining of the soft coal in this region, partly by drifts and partly by shafts, took on more vigor. The abundance of both sorts of fuel led to the building of a rolling mill, now owned by the American Sheet and Tin Plate Company, and from this industry as a beginning the present manufacturing prosperity of the place may be dated. Later on, the Morton Tin Plate Co., named after Isaac Morton, who was one of the local pioneers and also a builder of the Central Ohio Division, was organized with local capital, and a tin plate works was erected. It, too, is now owned by the American Sheet and Tin Plate Co. The Cambridge Glass Co. followed with a great

factory manufacturing flint glassware, said to have no superior and few equals for design and efficiency in the country. In addition to these large concerns the Interstate Iron and Steel Co., of Chicago, owns and operates a bar mill, and the plants of the Cambridge Art Pottery Co. and of the Cambridge Roofing Co. and several smaller manufactories add diversity to the city's industries. These various works employ an aggregate of 2,000 persons or more.

Among the numerous coal operators are the Morris Coal Co., of Cleveland; the O'Gara Coal Co., of Chicago; the Cambridge Collieries Co. (succeeding the Wills Creek Coal Co.), known as among the largest coal companies in the country; and, in the aggregate, in the region directly tributary to Cambridge many thousand miners are employed, whose total yearly wages run into millions of dollars.

The foundations of business prosperity in this little city have been securely laid. It has been fortunate in its chief industries mentioned, which have a history remarkably free from interruptions and suspensions. In neither the panic of 1893 nor that of 1907 did the banks of Cambridge suspend or restrict payments of currency. The mer-

cantile business of the place has steadily and progressively grown with the town's manufacturing development, and the Merchants' Association has for several years united the principal merchants of the city in various movements for betterment and expansion. Yet the town has never known, and probably does not want to know, a "boom."

Looking to the future the Cambridge Improvement Company, a popular incorporated organization, has acquired the title to a tract of land containing about sixty acres, within a mile of the court house and having direct track connections with both the railroad systems entering the city, to be devoted to site donations to worthy industries which desire to locate at Cambridge.

A somewhat curious contrast is suggested by the fact that what is thus intended to be used for twentieth century factory sites has been noted in the past for its abundance of relics in flint and stone of the aborigines who formerly frequented the region.

The Baltimore & Ohio Railroad has recently finished an attractive modern station of gray pressed brick with stone trimmings and red tile roof in appreciation of the advancement of the city.

Valuable Relics Saved from Destruction



A COLLECTION of valuable old relics belonging to the Baltimore & Ohio Railroad Company and used upon the memorable occasion of laying the corner-stone of the railroad at Baltimore July 4, 1828, is among the property saved from the fire that destroyed Masonic Temple at Baltimore January 17. These emblems were prominently displayed in the Grand Lodge room and attracted much attention.

The quick work of firemen and Salvage Corps men in spreading tarpaulins in the Grand Lodge room saved much property that could not be replaced, including the above collection.

The Baltimore & Ohio relics were loaned

to the Masonic Order May 10, 1898, at request of the Grand Lodge of Maryland, and as the corner-stone was laid with great masonic ceremonies, these relics appeal to every student of history in the order. An oak case contains a shovel, an ax, trowel and tin cup. The glass top bears the inscription, "On the 4th of July, 1828, these implements were used by Charles Carroll of Carrollton, the last surviving signer of the Declaration of Independence, in laying the corner-stone of the Baltimore & Ohio Railroad, the first railroad company organized in the United States, April 24, 1827, and the first passenger railroad in the world." Three silk badges and a masonic apron that were worn on that occasion are also among the collection. The apron was worn by Thomas Young Nichol, then a bricklayer.



Stub Ends of Thought

By ARTHUR G. LEWIS.



IT is only through the realization of some things that we find out we did not really want them after all.

THE commodity of justice is a high priced luxury which few, through the greater claim of necessity, can afford to command.

A consciousness of love and affection makes plain the path where duty treads.

IT is only the weak that make vows; strength offers its illustration through effort.

GOOD grows rapidly upon the fertile soil of evil, and out of wrong is often born the offspring of right.

WHERE is the line of reason drawn between the age of discretion and the hour of decay?

WE never know who our real friends are until the lies of our enemies are denied by them.

APPRECIATION is the lubricator on which the wheels of effort turn.

REASON is the life of all that is new and the youth of all that is old.

IT is more blessed to render an idea than to receive a suggestion.

REAL worth requires no endorsement as it is only genuine when known to be so.

TO observe, without question, instructions we believe to be wrong is rank insubordination and deliberate disloyalty.

ENVY is the weapon that ignorance directs against intelligence and success.

EARNEST friendship and perfect compatibility of temperament are two of the three essential requisites that constitute perfect love.

IT is only by stirring up the mixture of wrong that we can ever hope to reach the ingredients of a right basis.

THE honor of God is best illustrated in the performance of a duty well observed.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE NOV. 17, 1907.										
EASTWARD										
	No. 504 DAILY	No. 528 EXCEPT SUNDAY & HOUR	No. 522 EXCEPT SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY & HOUR	No. 508 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
Lv. WASHINGTON, NEW UNION STA.	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	11.30	2.52
Lv. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	12.35	3.45
Lv. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	12.44	3.51
Ar. PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	5.50	8.19	11.45	3.05	5.00
Ar. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.20	5.40	8.32
Ar. NEW YORK, 280 STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	6.33	8.43
	PM	PM	PM	PM	PM	PM	AM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOV. 17, 1907.										
WESTWARD										
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY & HOUR	No. 509 "ROYAL LIMITED" DAILY & HOUR	No. 503 DAILY	No. 511 DAILY	
	PM	AM	AM	AM	AM	PM	PM	PM	PM	
Lv. NEW YORK, 280 STREET	11.50		7.50	9.50	11.50	1.50	3.50	5.50	6.50	
Lv. NEW YORK, LIBERTY STREET	1.30		8.00	10.00	12.00	2.00	4.00	6.00	7.00	
Lv. PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.15	6.12	8.31	9.21	
Ar. BALTIMORE, MT. ROYAL STATION	6.45	10.50	12.13	2.43	4.15	6.09	8.09	10.50	11.23	
Ar. BALTIMORE, CAMDEN STATION	6.50	10.55	12.17	2.47	4.20	6.13	8.13	10.55	11.27	
Ar. WASHINGTON, NEW UNION STA.	7.50	11.45	1.12	3.50	5.20	7.00	9.00	12.00	12.22	
	AM	AM	PM	PM	PM	PM	PM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

EFFECTIVE NOV. 17, 1907.										
WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY		
Lv. NEW YORK, 280 STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM		NOTE.	
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	8.00 AM	1.30 PM	7.00 PM			
Lv. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.15 PM	9.21 PM			
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.18 PM	8.09 PM	10.50 PM	12.13 PM	7.45 AM	11.23 PM			
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.22 PM	8.00 AM	11.32 PM			
Lv. WASHINGTON, NEW UNION STA.	4.05 PM	5.30 PM	9.10 PM	12.40 AM	1.22 PM	9.10 AM	12.30 AM			
Ar. DEER PARK HOTEL										
Ar. PITTSBURG			6.45 AM		9.42 PM	6.25 PM	8.50 AM	Lv. 6.40 PM		
Ar. CLEVELAND			12.00 NN							
Ar. WHEELING (EASTERN TIME)		5.35 AM				8.00 PM		Lv. 6.30 PM		
Ar. COLUMBUS (CENTRAL TIME)		8.45 AM						10.15 PM		
Ar. CHICAGO		5.15 PM			9.45 AM			8.30 AM		
Ar. INDIANAPOLIS	8.05 AM			5.35 PM		8.30 AM				
Ar. INDIANAPOLIS	11.45 AM			10.35 PM		1.45 AM				
Ar. LOUISVILLE	11.50 AM			9.35 PM		6.35 AM				
Ar. ST. LOUIS	5.40 PM			7.28 AM		† 1.40 PM				
Ar. OHATTANOOGA	7.30 PM			6.40 AM						
Ar. MEMPHIS	11.25 PM			8.35 AM						
Ar. NEW ORLEANS	10.55 AM			8.15 PM						

Through Pullman Sleepers to all points. † Except Sunday. N—Connection east of Philadelphia is made with No. 509, "Royal Limited." Note.—Direct connection at Cumberland with Train No. 55 from points east.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE NOV. 17, 1907.										
EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 8 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 OUQUESTNE LIM. DAILY	No. 14 EXPRESS DAILY			
Lv. CHICAGO			6.00 PM	10.40 AM			8.30 PM			
Lv. COLUMBUS				7.00 PM						
Lv. WHEELING (EASTERN TIME)		5.00 PM		12.25 AM			10.50 AM			
Lv. CLEVELAND			8.30 PM		2.50 PM					
Lv. PITTSBURG			8.00 AM		9.40 PM	* 6.00 PM	1.15 PM			
Lv. ST. LOUIS	* 9.00 AM	1.45 AM					9.28 PM			
Lv. LOUISVILLE	2.10 PM	8.10 AM				† 2.30 AM				
Lv. INDIANAPOLIS	3.00 PM	* 8.05 AM				4.12 AM				
Lv. INDIANAPOLIS	* 5.35 PM	12.10 PM				8.00 AM				
Lv. NEW ORLEANS		9.15 AM				7.10 PM				
Lv. MEMPHIS		8.35 PM				6.35 AM				
Lv. OHATTANOOGA	4.45 AM	11.35 PM								
Ar. DEER PARK HOTEL										
Ar. WASHINGTON, NEW UNION STA.	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.40 AM	2.37 AM	10.25 PM			
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM			
Ar. BALTIMORE, MT. ROYAL STATION	1.53 PM	8.00 AM	6.05 PM	1.53 PM	8.00 AM	3.51 AM	12.44 PM			
Ar. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.05 AM			
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	5.40 AM			
Ar. NEW YORK, 280 STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	6.33 AM			

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

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THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

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IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Drawing Room Sleeping Car New York to Chicago. Dining Car, a la carte, New York to Philadelphia.

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Parlor Car New York to Philadelphia. Drawing Room Buffet Sleeping Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling, Columbus, Cleveland, Chicago, Cincinnati, Indianapolis, St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Louisville. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Drawing Room Sleeping Car Richmond, Va. to Pittsburg. Dining Car Connelleville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Washington to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Parlor Cafe Car Wheeling to Newark. Drawing Room Sleeping Car Cleveland to Chicago. Buffet Parlor Car Baltimore to Pittsburg.

No. 55. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington. Drawing Room Sleeping Car Pittsburg to Richmond, Va.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connelleville and Philadelphia to New York. Dining Cars serve all meals.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Parlor Cafe Car Newark to Wheeling. Parlor Car Wheeling to Cumberland. Buffet Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

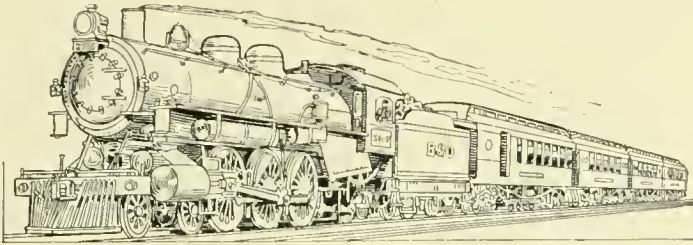
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— THE — “Royal Limited”

S P L E N D I D
A P P O I N T M E N T S

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☐ All trains have Pullman service, and dining cars serve all meals.

☐ The finest train of the series is the “Royal Limited,” making the run in each direction in FIVE HOURS.

☐ It is all Pullman, but no extra fare is charged. The cale-smoking, parlor and observation cars are superb, and an excellent table d’hote dinner is served. ☐ Lighted by electricity throughout.

— THE — “Royal Limited”

C O N V E N I E N T
S C H E D U L E S

NORTHBOUND.

Lv. Washington	3.00 pm
New Union Station	
Ar. Baltimore	3.44 pm
Camden Station.	
Lv. Baltimore	3.48 pm
Camden Station.	
Lv. Baltimore	3.52 pm
Mt. Royal Station.	
Ar. Wilmington	5.17 pm
Ar. Philadelphia	5.50 pm
24th and Chestnut.	
Ar. New York	8.00 pm
Liberty Street.	
Ar. New York	8.10 pm
23d Street.	

SOUTHBOUND.

Lv. New York	3.50 pm
23d Street.	
Lv. New York	4.00 pm
Liberty Street.	
Lv. Philadelphia	6.12 pm
24th and Chestnut.	
Lv. Wilmington	6.44 pm
Ar. Baltimore	8.09 pm
Mt. Royal Station.	
Ar. Baltimore	8.13 pm
Camden Station.	
Lv. Baltimore	8.16 pm
Camden Station.	
Ar. Washington	9.00 pm
New Union Station	

New York City

Below 46th Street

B. & O.
23d Street
Heart of the City

Steamship Piers

B. & O.
Liberty Street
Financial District

Jersey City



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between
23d St.
and
Grand
Central
Station
7 a. m. to 7 p. m.
weekdays

Black Line
Subway

Dotted Line
Elevated

Surface Line

Local
Station

Express
Station

Brooklyn
Bridge

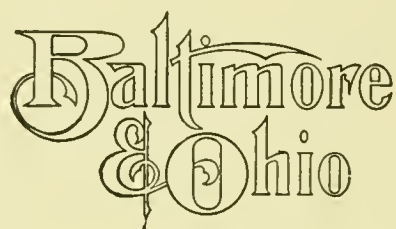
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Chicago

GRAND CENTRAL PASSENGER STATION, Harrison Street and Fifth Avenue.

Cincinnati

CENTRAL UNION STATION, Third Street and Central Avenue.

St. Louis

UNION STATION,
Connections with all lines West and Southwest.

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UNION STATION.

Cleveland

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Louisville

FOOT OF SEVENTH STREET.

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TOURS

TO

WASHINGTON

ALL EXPENSES INCLUDED

1908

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\$25 from BOSTON

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March 6 and 20, April 10 and 17
May 1, 1908

\$18 from NEW YORK

February 8 and 22
March 7 and 21, April 11 and 18
May 2, 1908

Three-Day Tours

\$12.00 from NEW YORK

\$ 9.00 from PHILADELPHIA

\$ 8.70 from CHESTER

\$ 8.25 from WILMINGTON

February 13
March 5 and 26
April 6, 15 and 30
May 14, 1908

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ON THE

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		February 24	Southern Railway

From New York	{		February 11	Seaboard Air Line
" Philadelphia				
" Baltimore				
" Pittsburg				
" Wheeling				
" Parkersburg			February 25	Southern Railway

VIA **WASHINGTON**
— AND —
NEW UNION STATION

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etc., from Ticket Agents Baltimore & Ohio R. R.



Map of
the
United States
AND CONNECTIONS

3-27-77

Baltimore



EAST AND WEST



CALENDAR - 1908



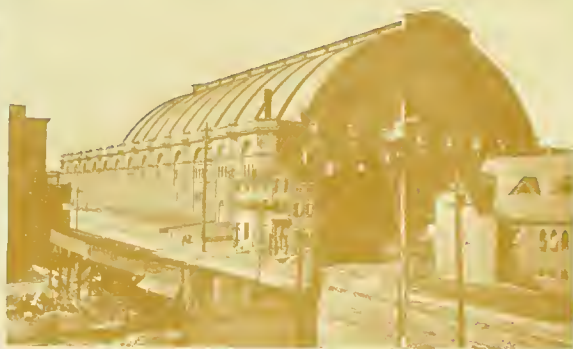
JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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26	27	28	29	30	31		23	24	25	26	27	28	29	29	30	31					26	27	28	29	30		
MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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24	25	26	27	28	29	30	28	29	30					22	23	24	25	26	27	28	23	24	25	26	27	28	29
31														29	30	31					30	31					
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
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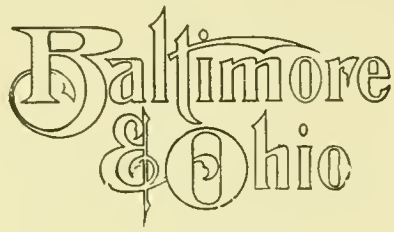
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BOOK OF THE ROYAL BLUE.

MARCH, 1908.

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EQUESTRIAN. GENERAL FRANZ SIGEL.
By Carl Bitter, Sculptor.

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WILLIAM ELLIOTT LOWES, EDITOR.

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BALTIMORE, MARCH, 1908

No. 6.

National Sculptors' Exhibition at Baltimore



THE most magnificent exhibit of sculpture ever shown in America will be given in Baltimore at the Fifth Regiment Armory for a period of three weeks, from April 3 to April 25, the exhibition to be entirely the handiwork of American sculptors.

Fair at St. Louis. It is claimed these exhibitions of the National Sculptors' Society have demonstrated that the sculptors of this country are doing equal or finer work than the French artists.

This is particularly noticeable, not only in small bronzes and portraits, but in the large groups and equestrians which have commanded the world's attention.



THE PITCHER. By Permission.
By A. A. Weinman, Sculptor.

Superiority of American sculpture was recognized for the first time at the Paris Exhibition, and the claim to such was enhanced by the splendid exhibits at the World's Fair, Chicago; the Pan-American Exhibition at Buffalo; and the World's

Until several years ago, all small bronzes for house decoration came from France and were of an inferior quality; the American artists are now producing a far better bronze than that from France, which the forthcoming exhibition will demonstrate to a

striking degree. About three hundred of the finest of these will be shown.

The marble portraits by American artists found throughout America's handsome homes, are equally superior, and many such will be exhibited together with three or four exquisite equestrian statues.

It is the endeavor to give these general exhibitions triennially, the preceding ones having been held in New York. In this particular case the artistic temperament of Baltimore prevailed in asking for the exhibition, as there was a tendency not to confine the interest in sculpture to New York City alone.

The great floor of the Armory building, with an area of 60,000 square feet, will present the appearance of an artistic flower garden; immense flower beds will be laid out from one end of the building to the other, according to formulated plans, and throughout the gardens the works in marble, plaster and bronze will be placed. Alcoves will be arranged around the walls, each containing some work. The intention is to make the exhibit more beautiful and impressive than any heretofore.

In the acceptance of Baltimore as the place of exhibit, it was also desired to select a favorable place as near the nation's capital as possible, and the nearness of the Monumental City to the capital, with excellent and frequent forty-five minute train service, was a great advantage.

The patrons of the exhibition include the British, French and Japanese ambassadors, Secretary of State, the presidents of Johns Hopkins, Columbia, California, Pennsylvania, Harvard, Cornell, Bryn Mawr, Virginia and Princeton Universities; the mayors of all the large eastern cities, with a long list of those names so well known throughout the country connected in some way with the art interests of America.

The prominent sculptors and architects, together with Baltimore's most influential citizens, have organized a Sculptors' Exhibition Society to take charge of the exhibition and guarantee the most artistic success imaginable, to attract the interest of all lovers of art throughout the country at the most seasonable time of year.

The National Sculpture Society was evolved from a little group of artists united for the love of the profession, and the society has grown in power and influence until today it numbers eighty-nine professional members

and one hundred and fifty lay members to give it encouragement and aid. There have been given five great exhibitions of sculpture culminating in the imposing show at Madison Square Garden. The famous "Dewey Arch" will ever stand in recollection a monument to the self-forgetting efforts of the united brotherhood.

Our architects have done much to bring about a recognition of American merit, and, realizing the value of good sculpture upon their massive piles, their tastes and enthusiasm have greatly aided the progress of art in the United States. In such buildings as the Congressional Library in Washington; the Appellate Court, the new Custom House and the St. Bartholomew's Church in New York; and the Brooklyn Institute, now in progress of decoration, are something to point to; here are visible the lasting reminders of the skill of our American sculptors.

America, or more explicitly the United States of America, is considered only a commercial nation in the eyes of Europe, and if perchance the foregoing claims are observed by those ancient nations which have furnished the world's art for centuries, they will, to use some of our most effective slang, "sit up and take notice."

It is indeed significant to note, however, that one hundred years ago America had not one single trained sculptor.

Horatio Greenough (1805-1852) was America's first professional sculptor and the first to study abroad. Other pioneers were Hiram Powers, Thomas Crawford, Thomas Ball, Henry Kirke Brown, Randolph Rogers, William Witmore Story, Harriet Hosmer and W. H. Rhinhardt.

Erastus D. Palmer of Albany, and John Rogers were of more distinctly native inspiration; the former creating works of no little ideal beauty; the latter celebrating patriotism and the homelier virtues in naive, realistic statuettes.

J. Q. A. Ward is the dean of practising sculptors of America, with a record as honorable as it is long, culminating in his statue of "Henry Ward Beecher" of Brooklyn. Augustus St. Gaudens, whose death occurred last year, made his debut in 1880 with the well-known "Admiral Farragut" of Madison Square, New York. This creation was followed by his "Abraham Lincoln" in Chicago, the "Shaw Memorial" in Boston, the "Adams Memorial" at Washing-

ton and the recent equestrian "Sherman" in New York City.

D. C. French has to his credit "Death and the Young Sculptor" and the O'Reilly Memorial in Boston, "Alma Mater" at Columbia University and the great groups of "The Continents," decorating the new Custom House, New York.

Frederick MacMonnies' name is internationally famed through his "Stranahan," "Nathan Hale," "Shakespeare," "Bacchante," "Columbian Fountain" and many other notable works.

Paul Bartlett's "Columbus" and "Michael Angelo," at the Congressional Library, Washington, are familiar to many thousands in America, and his equestrian "Lafayette" in the Court of the Tuilleries in Paris to the throngs of visitors to France.

George Gray Barnard has furnished large groups for the new State House of Pennsylvania.

The list might be continued indefinitely with scores of names of men and women whose promise and achievements signify much in the advance of sculpture in America.

Locomotive Talk

By NIXON WATERMAN, in *S. F. Employers' Magazine*

Said the engine, "I drink only water, and still
I could get on a toot if required.
I can tender my own resignation at will,
But I never can go till I'm fired.

"I get hot when I'm coaled, but I never can shirk
Nor be switched from my purpose so active;
I rail not at fate, but I puff my own work
And es-steam it as something at-track-tive.

"I have only one eye, which may seem rather queer,
Till you think, if you haven't already,
That engines like I am have only one ear--
The engineer, sober and steady.

"My train rushes on like an arrow swift-spced,
Till I put on my brakes and I slack her;
I chew, chew, whenever I coax her ahead,
And likewise I chew, chew, to back 'er."

Richmond on the James

From the Tourist's Monthly Magazine



“RICHMOND ON THE JAMES” is one of the most historically interesting cities in the United States. The great natural beauty of this city on her “seven hills” excites surprise; hills and dales, and the beautiful falls of the James are objects that please the eye, and travelers are loud in their praises of the beauty of this lovely city of the South. Nature has done much to beautify Richmond, but it is not the beauty of the city alone that calls for the admiration of all who come within her borders, but the fact that her early history is so fraught with stirring scenes of frontier life and romantic incidents that their recital must form a pleasing link between the old era of the seventeenth century and the new era which began with the Civil War nearly one hundred years later.

The site of the City of Richmond is upon the very spot occupied not only by the most famous Indian tribes known to history (under the mighty Powhatan, father of Pocahontas), but the first English settlers, who, after depositing their goods and families at Jamestown, continued their journey up the James River to Richmond, where the falls of the river made it impossible for them to proceed farther. Tradition tells us that the mighty Powhatan had his camping ground very near the city, and his tomb is pointed out to visitors, just below the city on what is known as the “Mayo home.”

Here also the British soldiers marched when Arnold and Tarleton invaded Richmond in the last year of the Revolutionary War.

The “Capitol Square” was also the place from which many of the Confederate soldiers of the late war were mustered into service—under Lee and Jackson.

The site upon which Richmond is built was discovered by Newport and Capt. John Smith in 1607. Colonel William Byrd founded Richmond in 1737, and it was incorporated as a town in 1742. In 1779 the capitol, which had been until then in Williamsburg, was moved to Richmond. The foundation of the present Capitol

Building was laid in 1785, and completed in 1792, the model from which it was built being one made in France for Thomas Jefferson, which is now carefully preserved in the State Library, where it is an object of much interest to the crowds of visitors.

Richmond is a rapidly growing city, and it is hard to realize that in 1865 it was almost entirely destroyed by fire during the evacuation, when the Federal troops were entering the city. A great many fine views are to be had from the hills about the city, and from the top of the Capitol Building and the tower of the City Hall the course of the James River can be traced for miles as it flows on to join the water of Chesapeake Bay. Over the roads leading into the city from every direction marched the weary soldiers of both armies during the Civil War, and near the river just below Gallego Mills stood Libby Prison (which was moved to Chicago during the World's Fair), its site now occupied by an ice plant.

Around the city, almost within its corporate limits, are still to be seen breastworks thrown up by the armies camping around the city as a defense. Quantities of bullets, balls and buckles have been dug from these embankments. Within a short distance of the city were fought the battles of Yellow Tavern, Cold Harbor, Seven Pines, Strawberry Hill, Malvern Hill, Mechanicsville, Gaines' Mill and Savage Station. The history of the Seven Days' Fight around Richmond is indeed “written in blood.”

While Richmond is interesting and important architecturally, it is as a “monumental city” that she is most attractive. The first in importance is naturally the gigantic equestrian statue of Washington in Capitol Square. The corner-stone of this monument was laid in 1850, February 15th. It was dedicated February 22, 1858. The monument is sixty feet in height and was built at a cost of \$260,000. A narrow spiral stairway ascends within the monument, opening directly beneath the horse on which Washington is seated.

A beautiful statue of Washington—made from life by the French artist Houdon—is to be seen in the rotunda of the Capitol.

The Stonewall Jackson monument, directly opposite the City Hall, in the Capitol grounds, is a fine work of art in bronze. It was the gift of English admirers, and was the work of the sculptor Foley. The statue was dedicated October 26, 1875.

Henry Clay's monument, also in Capitol Square, is a beautiful statue by Hart, and was dedicated in 1860.

The Robert E. Lee monument, situated in what is known as "Lee District," in the western part of the city, is the work of Mercie, a French sculptor, and is a fine work of art.

The Howitzer statue, in bronze, was designed by W. L. Sheppard, a Richmond artist.

A fine statue of General Wickham is to be seen in Monroe Park. It was designed by E. V. Valentine, of Richmond.

The statue of General A. P. Hill is on the drive from the Boulevard to the Brook road.

The monument to the Confederate dead, in Hollywood Cemetery, is built of Virginia granite, and is an imposing pile.

The Soldiers' and Sailors' monument, in Libby Hill Park, was designed by W. L. Sheppard, of Richmond, and is a tribute to the private soldiers and sailors of the Confederacy. The view from Libby Hill is one of the finest to be had in the city, and crowds during the summer season take advantage of the pleasant seats furnished in the park.

The Virginia State Library contains some of the most interesting books on ancient

history to be found in the United States, and are of untold value. Some of these works are not to be found in any other known collection. Among other valuable articles is the first Virginia newspaper that published the Declaration of Independence, and contains the Declaration in full, and is dated July 26, 1776. In a large showcase in the Library Building are, among other things, the following interesting relics: The model of the Capitol made for Thomas Jefferson while he was a minister to France in 1785; the flag of the Confederacy used on the State House during the Civil War; sword cane belonging to Patrick Henry; horn drinking cup of Lord Cornwallis, taken at Yorktown 1781; revolutionary flag; pike of John Brown, taken at Harper's Ferry in 1859 by Colonel R. E. Lee; Peter Francisco's sword. The chair and desk of Patrick Henry are also in the library.

The fine Richmond City Hall is directly opposite the Capitol Square, and is a most imposing and beautiful structure. It is built of Richmond granite, five stories in height, surmounted by a tower 180 feet high, and cost \$1,500,000.

"The White House of the Confederacy" is also near, at the corner of Twelfth and Clay streets, and was the home of President Davis during his official life in Richmond. It is now used as a Confederate Museum.

"Washington's Headquarters," on Twentieth and Main streets, is the oldest building in the city, and is said to have been used by George Washington.



Camden Station

By FOLGER McKINSEY, the "Bentztown Bard" in Baltimore Sun.

Where lips of love bid love good-by,
And clouded roof-lights hide the sky;
Where car smoke blows and engines roar,
And all day long the train tides pour,
This grim old station, like a fate,
Broods on beside the city's gate!

A red-capped porter on the run,
A little childheart in the sun,
A mother's teary farewell said
Unto a lad with curly head;
A sweetheart kiss, a whispered sigh
When wife and husband bid good-by!

A cabman's call, a flurried line
Of travelers rushing to divine
The train announcer's long, mixed roll
Of gruff-called places on the scroll
Of earth's green garden, where the train
Is waiting for you in the rain!

Amid the dun, brown, smoke-grimed scene,
A news-stand's red-bound magazine,
Its bright-backed covers in array
Against the somber brown and gray
Of wall and roof and smoke and steam
And throngs that thread the maze of dream!

Gate after gate, and off they go,
The sad, the glad, the high, the low;
And in they come, and all day long
The dapper trainman sings his song:
"Relay, Winchester, Hagerstown;
Mount Royal Express, one flight down!"

Old landmark of the tide of years,
Where life's farewell, of smile or tears,
Hath sounded o'er and o'er again
From lips of women and of men,
With all your smoke, and grime, and gloom,
Ten thousand memories round you bloom!

Ten thousand shadows mingle there,
With all those hosts of joy and care;
Ten thousand travelers, whom we see
Only as shapes of grief and glee,
Go in and out the station door—
Old Camden Station, Baltimore!



THE BREAKERS AFTER A STORM.

The Easter Parade at Atlantic City



ATLANTIC CITY rejoices in the reception of its visitors every month in the year, but never does it smile a brighter welcome than during the Easter season. Although crowds are flocking to the seaside metropolis all during the Lenten period, Easter Sunday marks the opening of the spring season, and each year thousands avail themselves of the opportunity to enjoy the great boardwalk, the exhilarating breezes, the beautiful expanse of ocean, as well as the social life at the numerous hotels and places of amusement. The ocean loses the steely hue with which the dull wintry days have colored its troubled surface, and glows like some great emerald beneath the bright rays of the early spring sun. The proximity to the Gulf Stream, coming from the warm waters of the Gulf of Mexico northerly along the Jersey coast, gives Atlantic City a milder climate than inland cities of the same latitude.

It has been but a little over a decade since this island city was known only as a summer resort, and with the approach of autumn hotels and boarding houses closed their doors not to resume operation until the golden rays of the sun gave fair indications that summer was nigh; and during the chilly months the population dwindled down until the hotel caretakers and the fishermen formed the majority of its inhabitants.

Being within a few hours ride of all the principal cities of the East and easily accessible to those of greater distance, demands were made for winter accommodations, and conditions have now reached the point where hotel proprietors need no longer reckon upon the profits of one season to carry them over to the next.

The Easter scene at Atlantic City is far different from that presented during the months of July and August, when thousands may be seen taking a plunge in the surf or building pyramids of the sand. Men and women whose names are linked with the financial and social circles of our greatest cities gather here to laugh and chat, while inhaling the invigorating breezes direct from the briny ocean. The bathing suit is replaced by the street costume of the latest design, and despite the sobriety of Eastertide, the styles for the coming season are those most prominent; for this is a social event and everyone is seeking a whiff of the early spring. At this time the boardwalk is substituted for the beach, and stretching from the Inlet southward for a distance of nearly seven miles, forms the footpath for the constantly moving panorama of humanity in search of health and recreation, with the desire to see and be seen.

For the invalid and those who do not wish to exert themselves comfortable rolling chairs are at their command, and for a nominal sum can be wheeled along apace with the throng.

There is no lack of amusement. From daylight, when healthseekers are eagerly inhaling the early morning salt air and watching the sun rise over the ocean, until midnight, when the theatre parties, dances and concerts are over, the immense steel piers are open all the year and offer enjoyment of almost every variety, from the bowling alley to the concert hall. The numerous souvenir shops and auction stores are always well patronized, especially by the fairer sex, and the assortment of novelties and quaint antiques is a revelation to

a haven of rest may be found in one of the comfortable chairs where the esplanade and ocean are within close range.

While surf bathing is of course out of the question at this season, all modern hotels are equipped with both fresh and salt water baths, and a plunge in the sea water, at any temperature desired, is a luxury of the day.

The journey to Atlantic City from points even as far west as the Mississippi River may be made one of enjoyment throughout if a little care is taken in arranging the itinerary. All trains of the Baltimore & Ohio



THE BOARD WALK, ATLANTIC CITY.

devotees of the notion departments of city stores.

For those fond of out-of-door diversions, fishing, automobiling and golfing appeal, while the fleet of yachts, as they glide over the waves with their white sails glistening in the sun, extend a most cordial welcome to the visitor.

The hotel accommodations are unsurpassed and resemble in style and appointments the hostleries of our largest cities. The spacious sunparlors with unobstructed views of the ocean are features of many of the hotels; and when tired of promenading,

Railroad between the East and West run through Washington, where ten days stop-over is permitted in each direction. At this point passengers are landed in the new Union Station, which forms the gateway for all railroads entering the city. The terminal, now practically completed, was built at an expense of over eighteen million dollars, which has been assumed by the various railroads and the United States Government.

The National Capital has many attractions at this time of the year. Congress is in session and one can be entertained for hours listening to the orations of those who

have been selected to frame the laws of the country. The National Library, which is especially beautiful at night, is conceded to be the most magnificent structure of its kind. And while the Library is principally intended for the use of members of Congress, any visitor can obtain books to be read while there.

Other places of equal interest to every true American are the White House, Corcoran Art Gallery, National Monument, Smithsonian Institution and the National Museum. A few hours can also be well spent in making the trip to Mount Vernon, by either trolley or boat, where many priceless relics of the father of his country are to be found.

Additional stop-overs may be made at

Baltimore and Philadelphia, where many places of interest are within close range.

From almost any point on the great railway system Atlantic City can be reached within twenty-four hours, if one is desirous of a through trip. By taking an evening train, the commodious drawing-room sleepers are so comfortable that at the break of dawn you are hundreds of miles from the point of last recollection; and then the day passes most enjoyably while lounging in an easy chair of the Pullman parlor car, viewing the numerous points of scenic and historic interest for which this railroad is world renowned, until the first whiff of salt air is caught as the train speeds along at a terrific gait to ensure your arrival at destination in time for the evening meal.

On a Railway Platform

By ALFERD NOYES, in *The Nation*

A drizzle of drifting rain
And a blurred white lamp o'erhead,
That shines as my love will shine again
In the world of the dead.

Round me the wet, black night,
And, afar in the limitless gloom,
Crimson and green, two blossoms of light,
Two stars of doom.

But the night of death is aflare
With a touch of black-brown fire,
And the coal-black deeps of the quivering air
Rend for my soul's desire.

Leap, heart, for the pulse and the roar
And the lights of the streaming train
That leaps with the heart of thy love once more
Out of the mist and the rain.

For the thousand panes of light
And the faces veiled in mist,
Streaming out of the desolate night
In ruby and amethyst.

Out of the desolate years
That thundering pageant flows;
But I see no more than a window of tears
Which her face has turned to a rose.



IN AND AROUND BALTIMORE

Landmarks of Methodism

And the General Conference of the Methodist Episcopal Church at
Baltimore, Md., May, 1908

By CLARENCE HENRY FORREST



BALTIMORE will be the scene of a notable assemblage this year. The General Conference of the Methodist Episcopal Church will meet in The Lyric, May 6. During the ensuing days it is estimated that a throng of at least thirty thousand persons will come to the city as visitors to this great gathering, or in company with the members of the Conference. The regularly elected delegates entitled to participate in the proceedings number eight hundred. These come from all parts of the world.

There were on December 31, 1907, one hundred and thirty-one Annual Conferences, each of which is entitled to select delegates

to the General Conference. The delegations vary from two to sixteen in number. One hundred and twelve Annual Conferences are within the United States, of which ninety-six are English speaking, ten are German, four Swedish and two Norwegian-Danish.

There are nineteen Foreign Conferences distributed as follows: India, six; China, three; South America, two; Germany, two; Switzerland, one; Sweden, one; Norway, one; Italy, one; Mexico, one; Africa, one.

In emphasis of the wide influence of Methodism, it may be stated that the business of ninety-seven Annual Conferences is carried on in the English tongue, thirteen use the German language, five the Swedish, three the Norwegian, three the Chinese, three the Spanish, one the Italian and six the several vernaculars of India. In addition to the one hundred and thirty-one Annual Conferences enumerated, there are twelve Mission Conferences and sixteen Missions which have no official representation in the General Conference.

The number of communicants in the Methodist Episcopal Church given in the Methodist Year Book for 1908 is 3,234,524, of which 2,240,354 are in the United States, so that including the children who are brought under the influence of this great religious organization, it is reasonable to state that it represents 10,000,000 individuals. The number of Sunday School scholars is given as 3,007,677. But these statistics, great numerically as they may be, do not measure the full tribute to that religious system which is called Methodism that it deserves, for out of its early beginnings have grown other distinctive religious organizations which now number many millions of persons, and which essentially adhere to the same faith, but which are not affiliated with the General Conference, which meets in Baltimore in May.

In the United States there are seventeen bodies of Methodists which number 6,551,891 communicant members, giving this denomination second rank in this country.



FIRST PULPIT OF METHODISM IN AMERICA.

But to go a step further, the Methodist Episcopal Church alone with its 2,240,354 members is only exceeded by the Roman Catholic Church, and is closely followed by the Methodist Episcopal Church, South, ranking fifth with 1,209,976 members.

Statistical prefaces make dull reading, usually, but the significance of piling up figures in this story is to show what a mighty oak has from a little acorn grown, and to dwell upon the historic fact that the acorn was in a sense planted in and near Baltimore. The coming together of this potential religious body in Baltimore this year has, consequently, a peculiar and an interesting phase, and it is our purpose briefly to recount the chain of events centering in this city which make it a Mecca for Methodists, if we may transport a word from an alien faith to express our meaning.

The world recognizes that the religious movement which grew out of the life works of John Wesley in England in the eighteenth century is too momentous and far-reaching to be limited to any one place or people, and from the very nature of its organization and purpose must continue to grow, increase and spread.

In this process of evolution it transpired that highly interesting events took place in Maryland, beginning with the preaching of Robert Strawbridge, who emigrated from Ireland about 1760, settled on Sam's Creek, Frederick (now Carroll) county, and immediately thereafter began to conduct religious worship according to the precepts of Methodism. Strawbridge formed a Methodist society and soon built in the vicinity of his home a "Log Meeting House," which has become famous in the annals of Methodism as the first, or one of the first two buildings that may be reasonably considered as Methodist churches in America. The claim to priority has been a subject of discussion between advocates of this structure and those of the church also famous in Methodist history, known as the John Street Church in New York, which was constructed about the same period.

The Log Meeting House was twenty-four feet by twenty-four feet three inches. The building was torn down in later years, and as a place of worship it was succeeded by a structure which has become widely known as the "Stone Chapel," which was erected on Pipe Creek in 1783, a short distance from the site of the first meeting house. The Stone Chapel was rebuilt in



FIRST METHODIST CHURCH, BALTIMORE.

Direct Descendant of the First Methodist Church in America.

1800 and continues until the present time. An interesting relic of the Log Meeting House may be seen in the Strawbridge Methodist Episcopal Church, Park avenue and Wilson street, Baltimore, the pulpit being made from wood obtained from the old logs.

The scene of these early labors of Strawbridge and these monuments of the early Methodists is a few miles southwest of Westminster, Carroll county, Md., which city is twenty-eight miles northwest of Baltimore. The homes of many of the earliest Methodists in America are in that region.

Strawbridge resided sixteen years at his dwelling on Sam's Creek. He then removed to Long Green, Baltimore county, which is nearer Baltimore city, and located on a farm given him during his life by Capt. Charles Ridgely. This home is in the immediate vicinity of "Hampton," the noted colonial house of the Ridgely family. In 1781, while at the home of Mr. John Wheeler, Strawbridge died, and Richard Owings, one of his first converts, preached his funeral sermon under an immense walnut tree in the yard of the dwelling. His body was interred in the orchard on this place, which is about eight miles north of Baltimore, but in later years was removed to Mt. Olivet Cemetery, on the Frederick road, north of this city. There a handsome monument marks the final resting place of this pioneer in American Methodism.



NEW COURT HOUSE, BALTIMORE.

The naming of Mt. Olivet Cemetery leads us at once to the recital of the names of other notable characters whose bodies are side by side in this spot. Looming high above the many names that shine out in the annals of early Methodism, stands that of Francis Asbury, the real organizer and founder of the Methodist Episcopal Church in America, if this distinction can be attributed to any one man. Sunday, March 31, 1816, this truly heroic and lofty character died at Fredericksburg, Va., after forty-five years spent in the work of advancing Methodism in this country. He was buried by those who were with him, in the family burying ground of George Arnold. Five weeks later the General Conference met in Baltimore, and on the first day an address was presented from the male members of the church in this city, asking the privilege of removing the remains of Bishop Asbury from the place where they had been buried to Baltimore. Their request was granted, and Rev. John Wesley Bond, a Marylander, who had been Asbury's traveling companion and was with him at the time of his death, was desired to superintend the removal.

On May 9, 1816, the body arrived, and the next day the members of the General Conference attended the funeral services, at which it was estimated that twenty-five thousand people were assembled to pay honor to the distinguished dead. These services were held in the Light Street Church, a place hallowed by many sacred memories. The body was removed to Eutaw Street Church, on Eutaw street near Mulberry

street, where it was placed in a vault. In June, 1854, the remains were disinterred and finally deposited in Mt. Olivet Cemetery. The bodies of Bishops Beverly Waugh, Enoch George and John Emory of the Methodist Episcopal church are buried beside the great Bishop, and a tall shaft, known as the "Bishops' Monument" has been erected and suitably inscribed to these four great leaders. Jesse Lee, a distinguished preacher and historian of the early period of Methodism, and many other faithful workers are also buried in this part of Mt. Olivet Cemetery.

A total of one hundred and fifty Methodist ministers are buried in the preachers' lot at Mt. Olivet, and in recognition of this great assemblage of the dead, the Methodist Episcopal Church adjoining the cemetery is named "Memorial Church."

In passing, it is interesting to note that the Eutaw Street Church in which Bishop Asbury's body rested for many years, will celebrate the centennial anniversary of its dedication in May while the General Conference is assembled in this city. Bishop Asbury officiated at the dedication in 1808, the church at that time being merely the back part of the structure as it appears to-day, the broad front section having been added in later years. The celebration of the centennial will be one of the most interesting events of the assemblage in May.

Going further back into the archives of Methodism, we come to the Light Street Church, from which the funeral of Bishop Asbury took place. This building has passed from existence, but there is no building identified with the early history of Methodism that truly deserves a more honored niche in the memories of the past. This foundation not only became, as it were, the mother church of Baltimore, but a great central rallying point for many years, where history was made and which played an important part in the development of Methodism throughout the country. We may preface the story of the Light Street Church with a brief reference to the very beginning of Methodism in Baltimore.

The first Methodist sermon preached in Baltimore was by John King, an English

local preacher who landed at Philadelphia in 1769. History says it was not long before he fell in with Strawbridge, and for some time the two men traveled together. His pulpit on his first advent at Baltimore was a blacksmith's block in front of a shop that stood on what is now Front street, near French (now Bath) street. His next sermon was from a table at the junction of Baltimore and Calvert streets. It was upon a militia training day and King was roughly handled by the crowd, his table being upset. The commander of the troops, however, restored order and allowed him to proceed. Subsequently he was invited to preach in the old St. Paul's English (now Protestant Episcopal) Church on Charles street.

When Francis Asbury came to America in 1771, there were ten Methodist preachers and 600 members. At the first Methodist Conference which assembled in St. George's Church, Philadelphia, July 14, 1773, and which consisted of ten preachers, Asbury was appointed to the Baltimore Circuit, which embraced all the societies in Maryland and included nearly one-half of all the Methodists in the country. It became necessary to house the Baltimore society, and a sail loft, at the corner of Mills and Block streets, was generously allowed the members free of charge. It was soon filled to overflowing, and the progress of the work was so rapid that it was determined to build two new houses of worship about one and a half miles apart.

The first of these to be commenced, though the last to be finished, was the church in Strawberry alley. It was begun in November, 1773, under the oversight of Asbury. It was a large, low, brick building, with an old-fashioned tub pulpit, and a sounding board above it. The building was about 40 by 60 feet. The ceilings were low and plain. The only ornament was a wide half-circle of blue painted on the wall behind the pulpit, on which, in letters of gold, appeared the words, "*Thou God Seest Me.*"

The name of the alley was changed to Dallas street, and for some years the church was known as the Dallas Street Methodist Episcopal Church, being in the possession of a colored congregation. The structure was subsequently used as a society hall for lodges and councils. The colored congregation that wor-

shipped there now occupies Centennial Methodist Episcopal Church, corner of Caroline and Bank streets. The first or original congregation of the Strawberry Alley Church built and worshiped in the Wilks Street Church, corner of Eastern avenue and Bethel street, which is now occupied by the Holy Rosary Roman Catholic Church, the Methodist congregation having erected the handsome and commodious structure at the southeast corner of Baltimore and Washington streets, known as East Baltimore station, which thus becomes the direct descendant of the Strawberry alley foundation.

The second of the two buildings which it was decided to build for the first Methodists in Baltimore was the "Lovely Lane Meeting House." This edifice, memorable through all time as the place of the organization of the Methodist Episcopal Church at the "Christmas Conference" in 1784, was located and erected in 1774 by William Moore and Philip Rogers, two of the Baltimore converts under Asbury's ministry. The site upon which this building stood is now occupied by the Merchants Club on German street, between South and Calvert streets. On February 11, 1774, Moore and Rogers took up a subscription and secured the lot. In April the foundation was laid. In October of the same year the building was so far completed that Captain Webb, a British officer and faithful pioneer local preacher, spoke in the building. In May, 1776, the first conference of Methodist preachers held in Baltimore took place in this meeting house.

In December, 1784, the most important epoch in the history of American Metho-



CITY HALL, BALTIMORE.



JOHNS HOPKINS HOSPITAL, BALTIMORE.

dism occurred, which has given to the Lovely Lane Meeting House, and to the preachers assembled on that occasion, a commanding position in the religious history of this country.

The Methodist Societies in the United States were here organized into the "Methodist Episcopal Church in the United States of America," and Rev. Thomas Coke, LL.D., and Rev. Francis Asbury became the first Bishops of the church.

From this humble church building went forth that efficient church organization, which has grown until it encircles the world.

Coke, accompanied by Whatcoat (afterward Bishop) and Vasey, arrived in New York from England November 3, 1784, and on the night of his arrival preached in Wesley Chapel the John Street Church. He rode to Philadelphia and then proceeded southward. On November 14, at Barratt's Chapel, in Delaware, he and Asbury met for the first time. It was at this meeting that the plans for the Conference were made to meet at Baltimore on the ensuing Christmas eve. On December 17, the party arrived at Perry Hall, another historic spot identified with early Methodism in Maryland, and which Coke described as the "most elegant house in this state," and which Black, another member of the party mentions as "the most spacious and elegant building I have seen in America." In this hospitable Methodist mansion, the home of Mr. Harry Dorsey Gough, about eighteen miles northeast of Baltimore, the preliminaries of the approaching Conference were

arranged, and on Friday, December 24, 1784, the little company rode to Baltimore, and at ten o'clock in the morning opened the first American General Conference in the Lovely Lane Church. There were sixty preachers present out of eighty-one in the country. The task of rallying these men from the localities widely scattered through the north and south, in which they had been laboring, was performed by a native of Maryland, Freeborn Garrettson, who became a noted figure in the land in later times, marrying a sister of Robert Livingston, one of the Committee who framed the Declaration of Independence. Garrettson had

traveled twelve hundred miles in six weeks in that period of primitive transportation methods.

Bishop Coke, on taking the chair, presented his Letters Credential, and in accordance with Mr. Wesley's design, it was, in the language of Asbury, "agreed to form ourselves into an Episcopal Church, and to have superintendents, elders and deacons."

Asbury declined to accept the superintendency on Mr. Wesley's appointment, unless, in addition thereto, his brethren should elect him to that office, whereupon, we are informed by the historians, that both Asbury and Coke were unanimously elected, and on the second day of the session Asbury was ordained deacon by Dr. Coke, assisted by Elders Whatcoat and Vasey. On the third day, which was Sunday, Asbury was ordained elder, and on Monday he was consecrated as superintendent by Bishop Coke, his friend Otterbein of the German Reform Church and the elders assisting in the service. Tuesday, Wednesday and Thursday were spent in enacting rules of discipline and the election of preachers to orders. It was agreed that the liturgy which had been prepared by Mr. Wesley for the use of the American church should be read in the congregations; and that the sacraments and ordinations should be celebrated according to the Episcopal form. On Friday several deacons were ordained and on Sunday, the second day of January, 1785, twelve elders were ordained who had been previously ordained as deacons, and the Conference ended "in great peace and unanimity."

Until the time of the Christmas Conference the "Wesleyan Minutes" had been recognized as the law of the American Societies. In the preliminary consultation at Perry Hall that code was revised and adapted to the new form of the American Church, and this revision, having been adopted by the Christmas Conference, was incorporated with Mr. Wesley's revised edition of the "Liturgy," which he called the "Sunday Service," and was published in 1785 as the "Discipline of the Methodist Episcopal Church." The Liturgy fell into disuse in a few years, but the Discipline, as regulated and modified by the succeeding General Conferences, has been the governing code of Methodism to the present time.

It may not be inappropriate to state here, several historic facts that had an important bearing upon the organization of the Methodist Episcopal Church, and doubtless aided materially in fostering its rapid growth. The War of the Revolution brought about a condition in which the ministers of the Established Church of England as represented in the colonies found themselves in an unenviable and awkward position. They were not only subjects of the English crown, but also ordained ministers in the mother church, and under the circumstances many returned to England during the war. Thus the people were in a large measure left without duly authorized clergy to administer the sacraments. Meanwhile the Methodist societies were growing, while the Established Church was practically cut off from its head, and consequently not keeping pace with the needs of the people in religious matters. The organization of the Methodists into a church with ordained deacons, elders and superintendents, afterward designated as bishops, would seem to have supplied the wants of the people, and under the aggressive leadership and indomitable energy of Asbury and his associates, had swept rapidly over the land, before the subsequent severance of the Protestant Episcopal Church in America from the English Church had taken place.

During the period when the number of Methodist preachers in America was small, there was but one conference held each year, but in 1779 they had so increased as to render it inconvenient for all to meet in one place, and from that time till 1784 two conferences were

held, one in Baltimore and one in Virginia, though the second was considered as an adjournment of the first. The Baltimore Conference, being of the longest standing and made up of the oldest preachers, took precedence of the Virginia Conference, especially in the making of rules for the societies. The Christmas Conference of 1784 was called a General Conference and the next General Conference was held in November, 1792. From the latter date the General Conferences have met every four years, and of these general gatherings, which are the highest court as well as the law-making bodies of the Methodist Episcopal Church, a greater number have assembled in Baltimore than in any other place in the world.

The General Conferences of 1792, 1796, 1800, 1804, 1808, 1816, 1820, 1824, 1840 and 1876 have met in this city, so that during the great formative period of the church it is undoubtedly true that Baltimore was the American rallying point for Methodism.

It is during this formative period that the historic Light Street Church played such a conspicuous part. The rapid growth of Methodism soon rendered the Lovely Lane Meeting House too limited to accommodate the people and arrangements were made for the erection of a large and commodious church in the center of the city. The spot selected was on the northwest corner of Light street and Wine alley. The building was commenced in August, 1785, being 46 feet front by 70 feet deep. On May 21, 1786, the church was dedicated by Bishop Asbury. This structure was destroyed by fire December 4, 1796. At the same time Cokesbury College, which stood on the southwest corner of Light street and Wine alley, was burned.



FORT McHENRY, OF STAR SPANGLED BANNER FAME.

Cokesbury College was the first Methodist institution of learning founded in America. It was originally erected at Abingdon, Harford county, Md., and was opened by Bishop Asbury December 10, 1787. The building and necessary apparatus cost upward of £10,000. The success of the college was highly satisfactory. December 4, 1795, the college was destroyed by fire. The Methodists of Baltimore rallied to the relief of the church, and to repair this calamity a large and elegant assembly room was purchased adjoining Light Street Church, and the college re-established. One year after the first fire, to the very day, the college was again destroyed with the Light Street Church, and was never rebuilt.

The site of the college building was selected for the place of the reconstructed Light Street Church, that is, at the southwest corner of Light street and Wine alley, whereas the church had formerly stood on the northwest corner. This spot is now in the center of the intersection of Light and German streets. The lot for the church was purchased at a cost of £5,360. On October 29, 1797, about ten months after the loss of the first church, Bishop Asbury dedicated the new church. This structure was in existence until about a quarter of a century ago, when it was demolished in connection with the extension of German street, business houses having grown up on all sides and the residence section having receded. The congregation, being compelled to move, acquired the building at the northeast corner of Charles and Fayette streets, where it continued to worship until its removal a few years ago to the massive and magnificent First Church, built at the northwest corner of St. Paul and Twenty-second streets in conjunction with and as part of the beautiful architectural plan of the Woman's College.

This splendid structure is the direct descendant, historically speaking, of the humble and unpretentious Lovely Lane Meeting House.

But the greatest interest which centers in Light Street Church is not confined to the church building only. In the rear and to the westward was located "The Preacher's House, or Parsonage," which has also disappeared with the church. This was occupied by the pastors of the church and for many decades was the temporary home of bishops and other visiting ministers. It was

plain and unpretentious, but comfortable and retired. Here Bishop Asbury made his headquarters and kept most of his books. In this building was located a room famous as "The Conference Room." It was in the upper or third floor, and was accessible from the ground by an outside stairway from the church yard.

The parsonage had an interesting history. It was first used as a private academy for the instruction of youth. In the year 1801 the Male Free School of Baltimore was organized and occupied the room for school purposes, until the institution was removed to a new building on Courtland street erected in 1812.

In the year 1810 the Baltimore Annual Conference assembled for the first time in what became known as the Conference Room, which was subsequently used for many conferences and other religious assemblages.

A historian writing many years ago of this church and parsonage says, "No place for divine worship is more generally known among the Methodist community and none has ever received more marked respect than this old citadel of American Methodism." This denominational interest in Light Street Church has arisen in part from the numerous Conferences, both annual and general, which have convened therein.

The decisions of the pioneer ministry, which were enunciated in that church, and which aided in giving form and stability to the Methodist Episcopal Church in the United States of America, have entered into the permanent history of the times in which they lived. Probably more of the great lights of Methodism from all sections of the United States have held forth the Word of Life in Light Street Church, than in any other place of public worship on the American continent.

The General Conferences which met in Baltimore in 1792, 1796, 1800, 1804 and 1808 were composed of all the preachers in full connection with the church. The difficulties incident to the assembling of the members from all parts of the country as the work spread, led to a proposition to change the form of the General Conference into a delegated body, and this important step was finally taken in this city, one hundred years ago, so that the General Conference of 1812, held in John Street Church, New York, was the first delegated General Conference, and consequently counting

from that session, the meeting to be held in Baltimore this year is designated as the twenty-fifth delegated session.

Among the more recent places of interest to the visitors to the General Conference is the Woman's College of Baltimore, which is one of the leading educational institutions conducted under the auspices of the Methodist Episcopal Church. The handsome group of buildings connected with the college are located in the vicinity of St. Paul and Twenty-third street, and number nine large structures. The value of grounds and buildings is placed at \$1,267,604. The founding of the college took place in 1884, just one hundred years after the Christmas Conference held in the same city. To the enterprise of Rev. John F. Goucher, D. D., is due the conception and maturing of this great undertaking, and he has continued as president until this year, when he resigned, being made president emeritus.

Among the entertainment features planned for the delegates to the General Conference

are trips to Annapolis and Washington. In Washington the members of the Conference will be entertained at the American University and afforded an opportunity to see the places of greatest interest in the Capital City.

The American University is the outgrowth of the desire expressed by George Washington that a national university be established in the capital of the country. Bishop Hurst, on behalf of Methodism, devoted much effort to this cause and laid strongly the foundations of the American University. The site includes ninety-two acres and the assets already exceed \$2,000,000, although the work is comparatively young.

In Annapolis the visitors will have an opportunity to see the new Naval Academy, built at a cost of more than \$10,000,000 and said to be the finest institution of its kind in the world. They will also see many places identified with the making of the early history of our nation.



MT. ROYAL STATION OF BALTIMORE & OHIO RAILROAD, OPPOSITE "THE LYRIC,"
WHERE CONFERENCE WILL BE HELD



Stub Ends of Thought

By ARTHUR G. LEWIS.



HONESTY is the single quality that exceeds the value of personality in business life.

GENIUS is an idea inspired by energy and nursed by a persistent effort into accomplishment.

THE open evidence of jealousy is a tacit admission of inferiority.

IT is not fair to ourselves or to others, to crucify a conviction of what we know to be right upon the cross of what we fear to be wrong.

REASONABLE criticism is a part of business philanthropy.

IGNORANCE was never known to bring in a verdict inconsistent with its intelligence.

DIVINITY is everything and anything that brings happiness in the place of where sorrow was before.

SOME people mistake pity for consideration; it is not manly to degrade a fool.

THE weight of responsibility develops the muscles of endeavor.

ILL nature is the father of those hard lines that form under the once soft eyes of gentleness and love.

THE generosity of self sacrifice is the only sentiment worth consideration after all.

It is sometimes better not to know what others fear you do.

As drops of water work their way through stone, so long continued effort finds its goal.

AN unfilled promise is but little better than a premeditated lie, with the taint of dishonesty about it.

WE are frequently asked to follow advice that has never reached its own destination.

THE performance of right is merely a recognition of common sense.

REAL love, after all, is nothing much but giving away the crust that we hunger for ourselves.

CONCURRENCE in the views of others is seldom governed by unbiased opinion, and one cannot add strength to another's weakness by endorsing it.

THERE may be nothing in it after all, but we never know until the shell is opened and found empty.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE NOV. 17, 1907.											
EASTWARD											
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 508 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY	
LV. WASHINGTON, NEW UNION STA.	7:00 AM	9:00 AM	9:00 AM	11:00 AM	1:00 PM	3:00 PM	6:00 PM	8:00 PM	11:30 PM	2:52 AM	-----
LV. BALTIMORE, CAMDEN STATION	7:55 AM	9:50 AM	8:52 AM	11:50 AM	1:55 PM	3:48 PM	6:00 PM	9:00 PM	12:36 PM	3:46 AM	-----
LV. BALTIMORE, MT. ROYAL STATION	8:00 AM	9:54 AM	9:57 AM	11:54 AM	1:59 PM	3:52 PM	6:05 PM	9:06 PM	12:44 PM	3:51 AM	-----
AR. PHILADELPHIA	10:15 AM	11:52 AM	12:11 PM	2:02 PM	4:05 PM	6:50 PM	8:19 PM	11:45 PM	3:05 AM	6:00 AM	-----
AR. NEW YORK, LIBERTY STREET	12:35 PM	2:00 PM	2:30 PM	4:15 PM	6:30 PM	8:00 PM	10:40 PM	3:20 AM	6:40 AM	8:32 AM	-----
AR. NEW YORK, 230 STREET	12:45 PM	2:10 PM	2:40 PM	4:25 PM	6:45 PM	8:10 PM	10:50 PM	6:33 AM	6:33 AM	8:43 AM	-----

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOV. 17, 1907.											
WESTWARD											
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY		
LV. NEW YORK, 230 STREET	11:50 PM	-----	7:50 PM	9:50 PM	11:50 PM	1:50 PM	3:50 PM	6:50 PM	8:50 PM	-----	-----
LV. NEW YORK, LIBERTY STREET	1:30 AM	-----	8:00 PM	10:00 PM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	7:00 PM	-----	-----
LV. PHILADELPHIA	4:15 AM	8:15 AM	10:17 AM	12:30 PM	2:17 PM	4:15 PM	6:12 PM	8:31 PM	9:21 PM	-----	-----
AR. BALTIMORE, MT. ROYAL STATION	5:45 AM	10:50 AM	12:13 PM	2:43 PM	4:15 PM	5:09 PM	8:09 PM	10:50 PM	11:23 PM	-----	-----
AR. BALTIMORE, CAMDEN STATION	5:50 AM	10:55 AM	12:17 PM	2:47 PM	4:20 PM	5:13 PM	8:13 PM	10:55 PM	11:27 PM	-----	-----
AR. WASHINGTON, NEW UNION STA.	7:50 AM	11:45 AM	1:12 PM	3:50 PM	6:20 PM	7:00 PM	9:00 PM	12:00 PM	12:22 PM	-----	-----

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE NOV. 17, 1907.											
WESTWARD											
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY			
LV. NEW YORK, 230 STREET	9:50 AM	11:50 AM	3:50 PM	6:50 PM	7:50 AM	11:50 PM	6:50 PM	-----	NOTE.		
LV. NEW YORK, LIBERTY STREET	10:00 AM	12:00 PM	4:00 PM	7:00 PM	8:00 AM	1:30 AM	7:00 PM	-----			
LV. PHILADELPHIA	12:30 PM	2:17 PM	6:12 PM	8:31 PM	10:17 AM	4:15 AM	9:21 PM	-----			
LV. BALTIMORE, MT. ROYAL STATION	2:43 PM	4:15 PM	8:09 PM	10:50 PM	12:13 PM	7:45 AM	11:23 PM	-----			
LV. BALTIMORE, CAMDEN STATION	3:00 PM	4:30 PM	8:00 PM	11:05 PM	12:22 PM	8:00 AM	11:32 PM	-----			
LV. WASHINGTON, NEW UNION STA.	4:05 PM	6:30 PM	9:10 PM	12:40 PM	1:22 PM	9:10 AM	12:30 AM	-----			
AR. DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----	-----			
AR. PITTSBURG	-----	-----	6:45 AM	-----	9:42 PM	6:25 PM	8:50 AM	LV. 6:40 PM			
AR. CLEVELAND	-----	-----	12:00 PM	-----	-----	-----	-----	-----			
AR. WHEELING (EASTERN TIME)	-----	5:35 AM	-----	-----	-----	9:00 PM	-----	LV. 8:30 PM			
AR. COLUMBUS (CENTRAL TIME)	-----	8:45 AM	-----	-----	-----	-----	-----	10:15 PM			
AR. OHIOAGO	-----	6:15 PM	-----	-----	-----	-----	-----	8:30 AM			
AR. OINCINNATI	8:05 AM	-----	-----	5:35 PM	9:45 AM	8:30 AM	-----	1:45 AM			
AR. INDIANAPOLIS	11:45 AM	-----	-----	10:35 PM	-----	6:36 AM	-----	-----			
AR. LOUISVILLE	11:50 AM	-----	-----	9:35 PM	-----	7:20 AM	-----	-----			
AR. ST. LOUIS	5:40 PM	-----	-----	7:28 AM	-----	1:40 PM	-----	-----			
AR. OHATTANOOGA	7:30 PM	-----	-----	6:40 AM	-----	-----	-----	-----			
AR. MEMPHIS	11:25 PM	-----	-----	8:35 AM	-----	-----	-----	-----			
AR. NEW ORLEANS	10:55 PM	-----	-----	8:15 PM	-----	-----	-----	-----			

Pullman Sleepers to all points. † Except Sunday.

N—Connection east of Philadelphia is made with No. 609, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE NOV. 17, 1907.											
EASTWARD											
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 8 LIMITED DAILY	No. 6 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 OQUEESNE LIM. DAILY	No. 14 EXPRESS DAILY				
LV. OHIOAGO	-----	-----	6:00 PM	10:40 AM	-----	-----	8:30 PM				
LV. COLUMBUS	-----	-----	-----	7:00 PM	-----	-----	-----				
LV. WHEELING (EASTERN TIME)	-----	5:00 PM	-----	12:25 AM	-----	-----	10:50 AM				
LV. CLEVELAND	-----	-----	8:30 PM	-----	2:50 PM	-----	-----				
LV. PITTSBURG	-----	-----	8:00 AM	-----	9:40 PM	5:00 PM	1:15 PM				
LV. ST. LOUIS	9:00 AM	1:45 AM	-----	-----	-----	9:28 PM	-----				
LV. LOUISVILLE	2:10 PM	8:10 AM	-----	-----	-----	2:30 AM	-----				
LV. INDIANAPOLIS	3:00 PM	8:05 AM	-----	-----	-----	4:12 AM	-----				
LV. OINCINNATI	6:35 PM	12:10 PM	-----	-----	-----	8:00 AM	-----				
LV. NEW ORLEANS	-----	9:15 AM	-----	-----	-----	7:10 PM	-----				
LV. MEMPHIS	-----	8:35 PM	-----	-----	-----	6:35 AM	-----				
LV. OHATTANOOGA	4:45 AM	11:35 PM	-----	-----	-----	-----	-----				
LV. DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----				
AR. WASHINGTON, NEW UNION STA.	12:40 PM	6:30 AM	4:42 PM	12:30 PM	6:40 AM	2:37 AM	10:25 PM				
AR. BALTIMORE, CAMDEN STATION	1:47 PM	7:50 AM	5:50 PM	1:47 PM	7:50 AM	3:42 AM	11:30 PM				
AR. BALTIMORE, MT. ROYAL STATION	1:59 PM	8:00 AM	6:05 PM	1:59 PM	8:00 AM	3:51 AM	12:44 PM				
AR. PHILADELPHIA	4:05 PM	10:15 AM	8:19 PM	4:05 PM	10:15 AM	5:00 AM	3:05 AM				
AR. NEW YORK, LIBERTY STREET	6:30 PM	12:35 PM	10:40 PM	6:30 PM	12:35 PM	8:32 AM	5:40 AM				
AR. NEW YORK, 230 STREET	6:45 PM	12:45 PM	10:50 PM	6:45 PM	12:45 PM	8:43 AM	6:33 AM				

Pullman Sleepers from all points. *Daily. †Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 526. Five Hour Train. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Drawing Room Sleeping Car New York to Chicago. Dining Car, a la carte, New York to Philadelphia.

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Parlor Car New York to Philadelphia. Drawing Room Buffet Sleeping Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling, Columbus, Cleveland, Chicago, Cincinnati, Indianapolis, St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Louisville. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Drawing Room Sleeping Car Richmond, Va. to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Washington to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Buffet Parlor Car Baltimore to Pittsburg.

No. 55. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington. Drawing Room Sleeping Car Pittsburg to Richmond, Va.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville and Philadelphia to New York. Dining Cars serve all meals.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Cumberland. Buffet Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

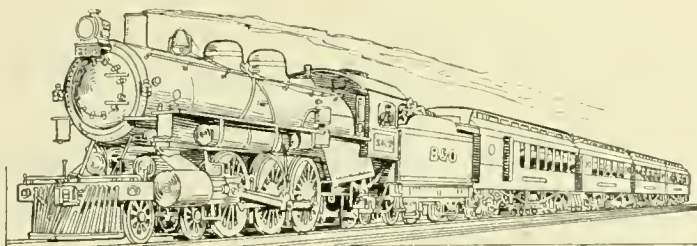
And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONODLE, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Baltimore Streets, New B. & O. Building, G. D. CRAWFORD, City Ticket Agent; G. W. SQUIGGINS, City Passenger Agent; B. F. BOND, Special Agent; G. W. PAINI, Passenger Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, A. G. CROMWELL, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 360 Washington Street, J. B. SCOTT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent; E. E. BAEKEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON, Ticket Agent.
BUTLER, PA., Wm. TURNER, Ticket Agent.
CANTON, OHIO, O. O. McDONALD, Ticket Agent.
CHESTER, PA., J. H. BURNHAM, Ticket Agent.
CHICAGO, 244 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. McKEWIN, City Ticket Agent; W. A. PRESTON, Traveling Passenger Agent. General Passenger Office, No. 718 Merchants' Loan & Trust Building, E. H. SLAY, Passenger Agent. Grand Central Passenger Station, Corner Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 16 Congress Street, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, J. H. LARRABEE, Traveling Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 430 Walnut Street (Traction Bldg.), C. H. WISEMAN, District Passenger Agent; G. A. MANN, City Ticket Agent; H. C. STEVENSON, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANKHARDT, Agente General, B. & O. S.-W., Prolongacion Del 5 De Mayo 11.
CLEVELAND, OHIO, 341 Euclid Avenue, Arcade Building, M. G. CARREL, Division Passenger Agent; GEO. A. ORR, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, 18 South High Street, F. P. COPPER, District Passenger Agent; C. D. RICE, Ticket Agent. Union Depot, E. PAGELS, Ticket Agent.
CONNELLSVILLE, PA., C. W. ALLEN, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., 402 Scott Street, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W., Room No. 4 Union Station.
HARPER'S FERRY, W. VA., G. R. MARQUETTE, Ticket Agent.
KANSAS CITY, MO., Box 264, A. C. GOODNICH, Traveling Passenger Agent, B. & O. S.-W.
LOS ANGELES, CAL., Room 406 Grosser Building, EDWIN ANDERSON, Pacific Coast Agent.
LOUISVILLE, KY., B. & O. S.-W., 4th and Main Sts., R. S. BROWN, District Passenger Agent; J. O. ELGIN, City Passenger Agent, EVAN PROSSER, Traveling Passenger Agent; J. H. DORSEY, City Ticket Agent. 7th St. Station, A. J. CRONE, Ticket Agent.
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SANDUSKY, OHIO, T. B. TUCKER, Ticket Agent.
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ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDERSLEEVE, Assistant General Passenger Agent; J. E. BUCHANAN, City Passenger Agent; L. L. HORNING, City Ticket Agent; L. G. PAUL, Station Passenger Agent; W. F. GEISERT, Traveling Passenger Agent; B. W. FRAUENTHAL, Ticket Agent, Union Station.
ST. PAUL, MINN., R. C. HAASE, Traveling Passenger Agent.
TIFFIN, OHIO, J. T. MONTGOMERY, Ticket Agent.
VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
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WHEELING, W. VA., B. & O. Station, T. C. BURKE, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent, McLure House, O. R. WOOD, City Ticket Agent.
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WINCHESTER, VA., T. B. PATTON, Ticket Agent.
YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.
ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. C.; 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

C. W. BASSETT, General Passenger Agent, Baltimore & Ohio Lines East, Baltimore, Md.
B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago, Ill.
D. B. MARTIN, Manager Passenger Traffic, Baltimore & Ohio R. R., Baltimore, Md.
GENERAL OFFICES: BALTIMORE & OHIO BUILDING, BALTIMORE, MD.



ROYAL BLUE LINE

— THE — “Royal Limited”

S P L E N D I D
A P P O I N T M E N T S

THE best appointed trains between Washington, Baltimore, Philadelphia and New York are those of the Royal Blue Line, leaving Washington “Every Odd Hour” and New York “Every Even Hour” during the day.

☐ All trains have Pullman service, and dining cars serve all meals.

☐ The finest train of the series is the “Royal Limited,” making the run in each direction in FIVE HOURS.

☐ It is all Pullman, but no extra fare is charged. The cale-smoking, parlor and observation cars are superb, and an excellent table d’hôte dinner is served. ☐ Lighted by electricity throughout.

— THE — “Royal Limited”

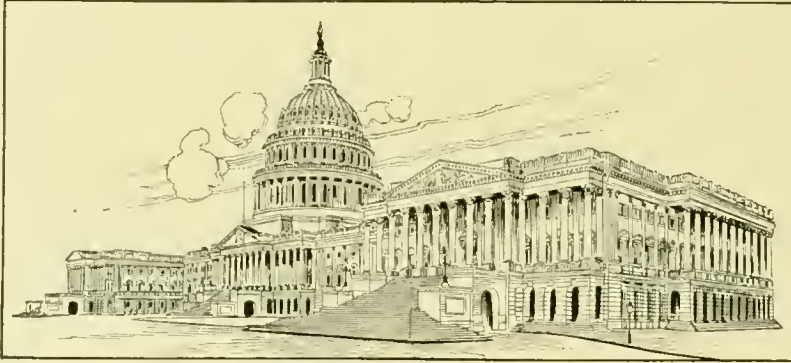
C O N V E N I E N T
S C H E D U L E S

NORTHBOUND.

Lv. Washington.....	3.00 pm
New Union Station	
Ar. Baltimore	3.44 pm
Camden Station.	
Lv. Baltimore	3.48 pm
Camden Station.	
Lv. Baltimore	3.52 pm
Mt. Royal Station.	
Ar. Wilmington	5.17 pm
Ar. Philadelphia	5.50 pm
24th and Chestnut.	
Ar. New York	8.00 pm
Liberty Street.	
Ar. New York	8.10 pm
23d Street.	

SOUTHBOUND.

Lv. New York	3.50 pm
23d Street.	
Lv. New York	4.00 pm
Liberty Street.	
Lv. Philadelphia.....	6.12 pm
24th and Chestnut.	
Lv. Wilmington	6.44 pm
Ar. Baltimore	8.09 pm
Mt. Royal Station.	
Ar. Baltimore	8.13 pm
Camden Station.	
Lv. Baltimore	8.16 pm
Camden Station.	
Ar. Washington.....	9.00 pm
New Union Station	



ROYAL BLUE LINE

Personally Conducted Tours

TO

WASHINGTON

ALL EXPENSES INCLUDED

1908

Seven-Day Tours

\$25 from BOSTON { March 6 and 20, April 10 and 17
May 1, 1908

\$18 from NEW YORK { March 7 and 21, April 11 and 18
May 2, 1908

Three-Day Tours

\$12.00 from NEW YORK

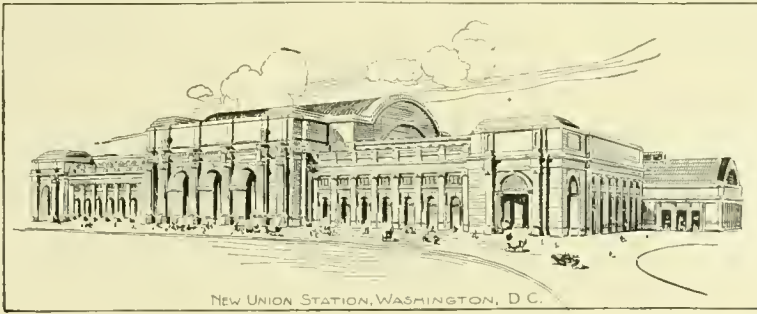
\$ 9.00 from PHILADELPHIA

\$ 8.70 from CHESTER

\$ 8.25 from WILMINGTON

} March 5 and 26
April 6, 15 and 30
May 14, 1908

Secure illustrated itineraries and Guide to Washington from
any Baltimore & Ohio ticket agent in above named cities.



Baltimore & Ohio

SPRING EXCURSIONS

TO

Washington and Baltimore

APRIL 13 and MAY 2, 1908.

Bellaire, O	\$10.00	Foxburg, Pa.....	\$10.00
Benwood Junction, W. Va.....	10.00	Johnstown, Pa	7.35
Braddock, Pa.....	8.60	Marietta, O.	10.75
Butler, Pa.....	9.00	McKeesport, Pa.	8.60
Connellsville, Pa	7.35	Pittsburg, Pa.....	9.00
Dunbar, Pa.....	7.35	Uniontown, Pa.	7.65
Everson, Pa.....	7.35	Washington, Pa.	10.00
Fairchance, Pa.....	7.85	Wheeling, W. Va.....	10.00

TICKETS will also be sold from following stations
on same dates to

WASHINGTON

Belpre, O.....	\$10.75	Morgantown, W. Va.	\$ 8.60
Brunswick, Md.....	1.49	Moundsville, W. Va.	9.65
Buckhannon, W. Va	9.05	New Martinsville, W. Va.	10.45
Charlestown, W. Va.....	2.00	Oakland, Md.....	6.20
Clarksburg, W. Va	8.30	Parkersburg, W. Va.....	10.75
Claysville, Pa.	10.00	Piedmont, W. Va.....	5.45
Cumberland, Md.....	4.57	Point Pleasant, W. Va.....	11.50
Fairmont, W. Va.....	8.30	Ravenswood, W. Va.....	11.45
Gallipolis, O.....	11.50	Richwood, W. Va	11.95
Grafton, W. Va.....	7.65	Romney, W. Va.....	4.71
Hagerstown, Md.....	2.31	Shenandoah Junction, W. Va.....	1.89
Harper's Ferry, W. Va	1.67	Sistersville, W. Va.....	10.75
Huntington, W. Va.....	12.00	Somerset, Pa.....	6.30
Kenova, W. Va.....	12.00	Spencer, Va.....	12.45
Keyser, W. Va.....	5.30	Strasburg Junction, Va.....	2.85
Mannington, W. Va.....	8.80	Washington Junction, Md	1.28
Martinsburg, W. Va.....	2.23	Weston, W. Va.....	9.05
Mason City, W. Va.....	11.45	Williamstown, W. Va.....	10.75
Meyersdale, Pa.....	5.70	Winchester, Va.....	2.70

Corresponding fares from intermediate stations.

All tickets good returning 10 days
INCLUDING DATE OF SALE.

The Baltimore & Ohio

TO THE SOUTH THROUGH

WASHINGTON GATEWAY

NEW UNION STATION

THE concentration of all lines entering Washington in the New Union Station now affords direct connections to the Baltimore & Ohio with all lines to the South without transfer across the City.

The splendid Baltimore & Ohio trains from the North, East and West now line up under the same roof with the through trains of the South-Seaboard Air Line, Atlantic Coast Line, Southern Railway and Washington Southern Railway to Richmond, Savannah, Atlanta, Charleston, Jacksonville, St. Augustine and all the Florida resorts.

The Winter season in Florida is now open and Tourist rates in effect. Special tours have been announced by special pamphlets.

The route to the Southeast via Washington is eminently desirable and tourists are especially directed to obtain full information from Baltimore & Ohio Ticket Agents.

A new Through Sleeping Car Line has been established between Pittsburg and Richmond, Va.

Secure a Baltimore & Ohio folder to Southern points.

BALTIMORE & OHIO



Secure copies of Pocket Guide to Washington
from Principal Baltimore & Ohio Ticket Agencies

New York City

Below 46th Street

B. & O.
23d
Street
Heart
of the
City

Steamship
Piers

B. & O.
Liberty
Street
Financial
District

Jersey
City



X
Through
Street Cars
between
23d St.
and
Grand
Central
Station
7 a. m. to 7 p. m.
weekdays

Black Line
Subway

Dotted Line
Elevated

Surface Line

Local
Station

Express
Station

Brooklyn
Bridge

Ferries
to
Brooklyn

LOWER HARBOR



Map of
THE
PAID
AND CONNECTIONS

3-207-702

FOOTNOTES: PAGE 5, COLUMN 2

Baltimore



EAST AND WEST



CALENDAR - 1908



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
5	6	7	1	2	3	4	2	3	4	5	6	7	1	1	2	3	4	5	6	7	5	6	7	1	2	3	4
12	13	14	15	16	17	18	9	10	11	12	13	14	15	8	9	10	11	12	13	14	12	13	14	15	16	17	18
19	20	21	22	23	24	25	16	17	18	19	20	21	22	15	16	17	18	19	20	21	19	20	21	22	23	24	25
26	27	28	29	30	31		23	24	25	26	27	28	29	22	23	24	25	26	27	28	26	27	28	29	30		
MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
3	4	5	6	7	1	2	7	1	2	3	4	5	6	5	6	7	1	2	3	4	2	3	4	5	6	7	1
10	11	12	13	14	15	16	14	15	16	17	18	19	20	12	13	14	15	16	17	18	9	10	11	12	13	14	15
17	18	19	20	21	22	23	21	22	23	24	25	26	27	19	20	21	22	23	24	25	16	17	18	19	20	21	22
24	25	26	27	28	29	30	28	29	30					26	27	28	29	30	31		23	24	25	26	27	28	29
31																					30	31					
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
6	7	8	9	10	11	12	4	5	6	7	1	2	3	1	2	3	4	5	6	7	6	7	8	9	10	11	12
13	14	15	16	17	18	19	11	12	13	14	15	16	17	8	9	10	11	12	13	14	13	14	15	16	17	18	19
20	21	22	23	24	25	26	18	19	20	21	22	23	24	15	16	17	18	19	20	21	20	21	22	23	24	25	26
27	28	29	30				25	26	27	28	29	30	31	22	23	24	25	26	27	28	27	28	29	30	31		

ROYAL BLUE TRAINS

D.B. MARTIN,
MANAGER PASSENGER TRAFFIC,
BALTIMORE, MD

B.N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO,
C.W. BASSETT,
GEN'L. PASS. AGENT, BALTIMORE.

BOOK OF THE

ROYAL
BLUE

BOARD WALK, ATLANTIC CITY

BALTIMORE & OHIO R.R.

NEW YORK VIA WASHINGTON
WITH STOP-OVER PRIVILEGE

SUMMER OUTINGS

Baltimore & Ohio

In connection with the Washington Southern Railway and
Richmond, Fredericksburg & Potomac Railroad, operate

Through Pullman Service

BETWEEN

PITTSBURG

AND

RICHMOND, VA.

DAILY IN BOTH DIRECTIONS

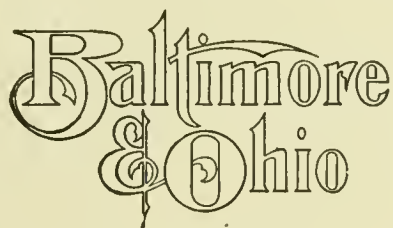
Pullman Drawing Room Sleeping Car

Schedule Effective April 12, 1908

Lv PITTSBURG, B. & O.....	6.00 pm
Ar WASHINGTON (New Union Station) ..	2.37 am
Lv WASHINGTON, R. F. & P.....	4.05 am
Ar RICHMOND, Byrd St.....	8.25 am
(On Sundays leave Washington 6.30 a.m., arrive Richmond 10.35 a.m.)	
Lv RICHMOND, R. F. & P., Byrd St...	8.20 pm
Ar WASHINGTON (New Union Station) ..	11.50 pm
Lv WASHINGTON, B. & O.....	12.30 am
Ar PITTSBURG	8.50 am

SHORTEST ROUTE
EXCELLENT SERVICE

DINING CAR SERVES BREAKFAST INTO PITTSBURG



New Through Parlor Car Line

INAUGURATED APRIL 13, 1908, BETWEEN

New York Baltimore
Philadelphia Washington
and Richmond, Va.

DAILY EXCEPT SUNDAY, VIA

**Baltimore & Ohio Railroad, Washington Southern Railway and
Richmond, Fredericksburg & Potomac Railroad**

SOUTHBOUND

Leave	NEW YORK, 23d Street Terminal	-	-	-	9.50 am
Leave	NEW YORK, Liberty Street	-	-	-	10.00 am
Leave	PHILADELPHIA, 24th and Chestnut Street Station	-	-	-	12.30 n'n
Leave	BALTIMORE, Mt. Royal Station	-	-	-	2.43 pm
Leave	BALTIMORE, Camden Station	-	-	-	3.00 pm
Arrive	WASHINGTON, Union Station	-	-	-	3.50 pm
Leave	WASHINGTON, Union Station	-	-	-	4.50 pm
Arrive	RICHMOND, Byrd Street Station	-	-	-	9.00 pm

NORTHBOUND

Leave	RICHMOND, Byrd Street Station	-	-	-	12.01 n'n
Arrive	WASHINGTON, Union Station	-	-	-	2 45 pm
Leave	WASHINGTON, Union Station	-	-	-	3.00 pm
Arrive	BALTIMORE, Camden Station	-	-	-	3.44 pm
Arrive	BALTIMORE, Mt. Royal Station	-	-	-	3.52 pm
Arrive	PHILADELPHIA, 24th and Chestnut Streets	-	-	-	5.50 pm
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Deer Park Hotel

DEER PARK, MARYLAND

Delightful Summer Resort on the "Glades" of the Alleghenies

This famous hostelry on the superb plateau of the Allegheny Mountains, known as the "Glades," will open June 20, after a complete renovation of the entire property, making it thoroughly up-to-date. The hotel and cottages are provided with gas, electricity and water from their own systems.

The popularity of DEER PARK is due to its desirable altitude, 2,800 feet above the sea level, out of reach of malaria and mosquitoes; and its magnificent parking of 500 acres of forest and lawn, and miles of perfectly kept roadways, afford most delightful surroundings.

It is thoroughly modern as to improvements and equipment, with Bowling Alleys, Billiard Rooms, Tennis Courts, Golf Links, Swimming Pools, Livery, etc., and the delightful rooms and excellent cuisine are not surpassed. No mountain resort equals it for accessibility—only eleven hours ride from Cincinnati or New York; nine and one-half hours from Philadelphia; seven hours from Baltimore; six hours from Washington; seven hours from Pittsburg; ten hours from Columbus; twenty-one hours from St. Louis, and nineteen hours from Chicago, via the Baltimore & Ohio Railroad.

Deer Park guests can take through sleeping cars from any of these cities and alight at the hotel without change of cars. The Dining Car service is excellent. Very few summer resorts enjoy the privilege of through train and Pullman car service from all points such as Deer Park.

For rates in hotel, annexes or cottages, or illustrated booklets and floor plans, apply to

W. E. BURWELL, Manager,

B. & O. R. R. Building, Baltimore, Md. (until June 1).

Afterward Deer Park, Md.



BOOK OF THE ROYAL BLUE.

APRIL, 1908.

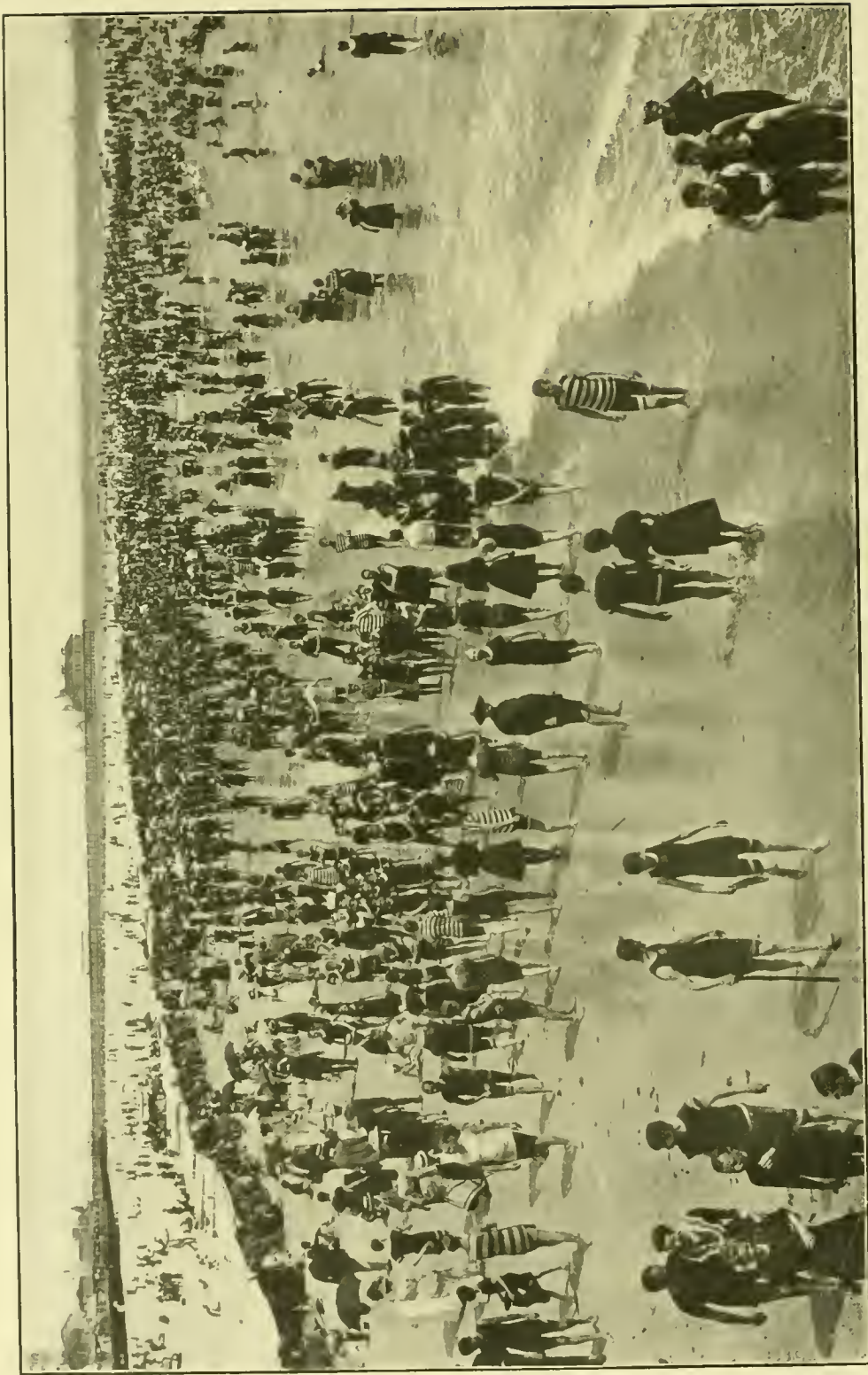
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BEACH AT ATLANTIC CITY ON A MIDSUMMER DAY.

Courtesy of Philadelphia & Reading Ry

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR.

VOL. XI.

BALTIMORE, APRIL, 1908

No. 7.

The Allegheny Mountains and its Various Summer Resorts



LLEGHENY MOUNTAIN RESORTS" is synonymous with all that is beautiful and healthful, and there can be little else said in regard to the numberless recreation spots on the summit of these mountains. They are all practically within easy reach of the Baltimore &

by well-kept mountain roads traversing the most charmingly picturesque scenery to be found anywhere.

DEER PARK, MARYLAND.

Standing in the center of an attractive reservation of 500 acres, the Deer Park Hotel and its family of cottages presents a most artistic picture. The utmost good taste has been shown in the preservation



DEER PARK HOTEL.

Ohio Railroad and many of them are situated on its main line between the East and West.

The Allegheny plateau, better known as the "Glades," extends for many miles, with an altitude of about 2,500 feet above the sea level. Here are located society, religious and family resorts of Deer Park, Mountain Lake Park and Oakland within a few miles of each other and all connected

of the forests while constructing the hotel, in removing just enough trees to enhance the beauty of the grounds. Rising above the surrounding oaks, beech, maple, etc., the roof line of the main hotel reveals itself above a verdant background of dense foliage. To the right and left of the spacious center building, the eastern and western annexes extend in a pleasing architectural manner. Either one of these



BOILING SPRING

buildings would form a large hotel, but virtually they are one structure, being connected by covered passage-ways along the first and second floors. The splendid buildings, with big, airy rooms and immense verandas, are on top of a knoll, with the beautiful lawn sloping gently to the railway station, 300 yards distant.

The hotel is supplied with every conceivable modern appliance for the convenience of its guests. Nothing is omitted which is necessary to the taste of the most fastidious person, notwithstanding its isolation on the top of a mountain. It is a city in itself, provided with its own gas and electric plants and water system. The sewerage and sanitary arrangements are the best that modern engineering could achieve.

There are many people who desire to leave their city homes and visit resorts, but are not desirous of living at a hotel. For these persons there are delightful private cottages in the immediate vicinity of the hotel, which are fully equipped and beautifully furnished for housekeeping, if so desired, but should the occupants wish,

they can arrange for their meals at the hotel. It has been customary to open these cottages about June 15 of each year and the hotel proper June 20.

Not far from the hotel, in secluded woodlands, is "Boiling Spring," issuing from the rocky heart of the mountain, from which the most delightful crystal-clear water flows in superabundance. It has a daily flow of 150,000 gallons of purest table water, which also supplies the two large swimming pools of the hotel. Deer Park water as a table water has no equal, and is by analysis perfectly pure. The water is highly recommended by leading physicians for its purity, and it is used throughout the entire dining car system of the Baltimore & Ohio Railroad. The spring is about two miles from the hotel and is encased in a wire house, securely roofed and locked, to absolutely prevent any impurities falling therein.

The two swimming pools are each so spacious and the water so delightful that visitors to Deer Park enjoy all the pleasures of bathing as at a watering place. One of these pools is for the exclusive use of ladies



STATELY FORESTS



TENNIS, DEER PARK.

and children, and the other for gentlemen; the temperature of the water is regulated by a complete system of heating. The Turkish baths are connected with the swimming pools. A supplementary amusement building or casino is provided with billiard and pool tables and an immense bowling alley.

The "Glades" furnish enchanting drives and bridle paths through the mountain forests, and consequently a suitable livery establishment is one of the features of Deer Park. Vehicles of all kinds can be furnished, from a dog-cart to a tally-ho, and good horses are available for either driving or riding. Accommodations are provided for automobiles, horses and vehicles brought by guests to the Park. There are excellent roads for motoring; new tennis courts and ball grounds. A picturesque golf course is a special feature. The morning band

concerts and evening hops at the hotel are not overlooked

Notwithstanding Deer Park has its own individual attractions, it is favored with the very best transportation facilities, the lack of which is so often a detriment to a summer resort. It is situated on the main line of the Baltimore & Ohio Railroad, and is only eleven hours' ride from Cincinnati or New York; eight and one-half hours from Philadelphia; six and one-quarter hours from Baltimore; five and one-quarter hours from Washington; six hours from Pittsburg; eight and three-quarter hours from Columbus; twenty-one hours from St. Louis, and eighteen and three-quarter hours from Chicago. From each of these cities through Pullman sleeping cars land passengers at the hotel. The day trains have drawing-room parlor cars and dining cars.



GOLF, DEER PARK



MOUNTAIN LAKE PARK STATION.

MOUNTAIN LAKE PARK, MD.

As early as 1881 Mountain Lake Park was selected as the annual meeting place of the Mountain Chautauqua, and during the summer months its hotels and private boarding houses are well patronized by conventionists and others who hold their religious and secular meetings in buildings especially provided for the purpose.

Mountain Lake Park is situated on the Allegheny Mountain "Glades," 2,800 feet above the sea, and being on the top of the

mountain, not shut in by other mountain ranges, it consequently enjoys the freedom of the mountain breezes and sunshine.

The grounds have been carefully laid out in walks, streets and drives. The roads through the Park are kept in excellent order, as driving and automobiling are recognized as most pleasant recreations. A lake covering forty acres, well stocked with row boats and launches, enables visitors to pass many a delightful hour.

No intoxicating liquors are allowed to be sold, bought or used on the grounds, and



COTTAGE AND DRIVE, MOUNTAIN LAKE PARK.



THE OAKLAND ROAD

the sanctity of the Sabbath is so maintained that the Mountain Lake Park Sunday is synonymous with all that is desirable in the day's observance.

Over \$350,000 have been invested in the improvements at the park, including about 250 cottages, and the finest Chautauqua and amphitheater in the country, seating 4,500 people without a pillar or post to interfere with the vision of the audience.

Mountain Lake Park is on the main line of the Baltimore & Ohio Railroad and on week days only, all through trains stop to receive and discharge passengers from the East and West.

OAKLAND, MD.

This popular mountain resort is situated six miles west of Deer Park and has an all-the-year population of about 1,500 people, while during the summer season the beautiful Oakland Hotel and the many artistic private cottages are filled with well-to-do people from many distant cities, notably Washington, Baltimore and Cincinnati.

The main line of the Baltimore & Ohio Railroad passes through Oakland, and during the summer season it is a regular stop for all through trains east and west.

Aside from the many attractions in the vicinity of Oakland, picturesque mountain drives lead to the other nearby resorts of Brookside, Eglon, Aurora, Deer Park, Mountain Lake Park and Swallow Falls, none of which are more than ten miles distant.

EGLON, W. VA.

Eglon is reached by a beautiful ten-mile mountain drive from Oakland, and each summer its hotel and cottages are becoming more popular with the lovers of natural scenery and invigorating mountain air.

AURORA, W. VA.

A delightful scenic drive of twelve miles from either Oakland or Deer Park leads up to the little mountain resort of Aurora, which is especially attractive to many owing to the absence of the conventional formalities which usually prevail at such places. Aurora's two hotels and many cottages are well patronized by those seeking relief from the hustle and bustle of the large



OAKLAND HOTEL.

cities and at the same time build up their health with pure mountain air.

BROOKSIDE, W. VA.

A mountain resort that is rapidly growing in popularity is Brookside, W. Va., located near Oakland on the Baltimore & Ohio Railroad. Possessing many natural advantages, the success of Brookside may be attributed more directly to the care of its management and the feeling that one has here that he is a member of a huge house party. In fact, it may justly be claimed that Brookside is socially ideal.

The sojourner at Brookside meets pleasant people, lives in a pure atmosphere, among ideal surroundings, enjoys rest and recreation, an abundantly supplied table and leaves with health immeasurably improved.

TERRA ALTA, W. VA.

Terra Alta, West Virginia, lies at the extreme western edge of the great Allegheny plateau, known as the "Glades," ten miles from Oakland. It has no particular distinguishing marks as a summer resort, but its altitude of 2,550 feet, overlooking



BIRD'S-EYE VIEW, BROOKSIDE, W. VA.

Brookside Inn and Cottages.

Brookside Inn and Cottages—ten in number—are situated on a plateau 3,000 feet above tide-water, commanding a view second to none in the United States. No resort can boast of more healthful location, purer water, better or more abundant food. Brookside supplies its own meats, poultry and dairy products.

There is every opportunity for out door sports and recreation, including boating and bathing in the lake. Riding and driving are popular pastimes for which a well equipped livery is maintained. The Casino and Billiard room afford opportunity for indoor amusements.

the beautiful Cheat River region, places it among the desirable mountain towns. Summer board may be secured at very reasonable rates.

OHIO PYLE, PA.

Overlooking the Youghiogheny at a point where the river pitches over a precipice in boiling torrents is Ohio Pyle, in Pennsylvania. This is a town of unusual attractions. The hotel grounds are only a few yards from the station on main line of the Baltimore & Ohio Railroad, while the residences are erected upon a high wooded knoll which has been converted



OHIO PYLE, PA.

into a beautiful lawn flanked on two sides by a forest and on another by the river, while the remaining side is walled in by mountains. A romantic old mill, which has long since served its usefulness, adds greatly to the picturesqueness of the place.

HARPER'S FERRY, W. VA.

From historic and scenic standpoints this little village is of unusual interest. While the town itself is located in West Virginia, it is in close proximity to the States of Maryland and Virginia, being separated from the former by the Potomac River and from the latter by the Shenandoah River. It is built upon a hill known as "Bolivar Heights," and is overshadowed by mountains known as "London Heights" in Virginia, and "Maryland Heights" in Maryland.

Harper's Ferry is a popular summer resort, being located on the main line of the Baltimore & Ohio Railroad, and is reached within an hour and thirty minutes from Washington and about two hours from Baltimore. All through trains east and west stop here.

The hotels and cottages are well equipped and are so situated as to command unobstructed views of the rivers and country for miles around. Of the historic interests centered in and about this quaint village that in connection with the famous John Brown's raid is probably the most renowned. The site of the old fort is marked only by the marker erected by the Baltimore & Ohio Railroad, and the old iron tablets placed by the Government tell of interesting achievements during the Civil War.

Jefferson's Rock, and the old

churches and houses built in the hillsides, are still intact and are the centers of attraction to the newcomers.

Farther up the Shenandoah River, on the Virginia side, John Brown's Fort stands by itself in a lonely field, where it was rebuilt on its return from the Chicago World's Fair.

The Valley Branch of the Baltimore & Ohio Railroad extends from Harper's Ferry up the beautiful Shenandoah Valley, wherein are located many famous health and pleasure resorts. It was in this valley that some of the bloodiest encounters of the Civil War took place.



NATURAL STAIRWAY, HARPER'S FERRY.

BEDFORD SPRINGS, PA.

Bedford Springs, located at Bedford, Pa., ten miles from Hyndman Station on the main line of the Baltimore & Ohio Railroad, in the Allegheny Mountains, 1,100 feet above tide-water, comprise the Magnesia Spring, the Sulphur Spring, the Pure Spring, and the Iron Spring. The mountain air is bracing, the nights are delightful, with no mosquitoes, and malaria is unheard of. It has been patronized as a summer resort for three-quarters of a century, and the attractions of the place are well known.

Celebrated as mineral waters have become all over the world for the cure of disease, there have been none to surpass, and in this country none to equal in virtue, the Bedford Magnesia Spring.

The Sulphur Spring rises on the west side of Shover's Creek, about two hundred yards distant from the Magnesia Spring. It is less copious than the others, and the water exhales a very strong odor of sulphureted hydrogen gas. Chemical experiments prove that it holds in solution carbonic acid, sulphureted hydrogen gas, small quantities of lime, magnesia and common salt, and that it contains no iron. The



BEDFORD SPRINGS HOTEL.

water is very valuable in the treatment of blood diseases and chronic rheumatism. There are excellent hotel accommodations.

MARKLETON, PA.

Markleton Sanatorium is situated on the main line of the Baltimore & Ohio Railroad, between Cumberland and Pittsburg, in a secluded nook in the Alleghenies, shut in by mountains from the outside world, affording a quiet, restful retreat for the sick, free from extreme weather in summer or winter. The sanatorium is surrounded by beautiful and romantic walks and drives, and the forests and streams about it furnish splendid sport. The altitude is between 1,700 and 1,800 feet. The water, which is pure and abundant, comes from numerous springs high up on the mountain side. There is also a mineral spring, the water of which has proven highly beneficial in cases of dyspepsia and constipation. There are excellent and competent physicians in attendance, and baths of all kinds, viz.: salt, electric, Turkish, vapor, etc., are furnished. The hotel, with a capacity of 150, is open the year round. It is only three hours from Pittsburg, six from Washington, and seven from Baltimore.



MARKLETON SANATORIUM

WEBSTER SPRINGS, W. VA.

Webster Springs is reached by the West Virginia Midland Railroad, connecting with the Baltimore & Ohio Railroad at Holly Junction, W. Va.

The picturesque ride en route through the Alleghenies cannot be surpassed in beauty, while the views of the valleys of the Elk and Holly rivers from precipitous heights will make one gaze in wonder.

The sojourner is well provided for with good boarding houses and hotel accommodations, the best of which is the Webster Springs Hotel, which is conceded to be the most modern summer hostelry in the two Virginias. It contains 140 bedrooms, a

in a natural manner, and restore all functions to a state of health.

MONT CHATEAU, W. VA.

Those who desire rest and recreation find Mont Chateau a delightful place. The hotel and cottages are built on the bank of the Cheat River, in the midst of the primeval trees of the forest. A never-failing breeze blows nightly down the Canyon of the Cheat, making the nights always cool, and mosquitoes are unknown. The hotel is wonderfully quaint and cozy, and affords all the comforts and conveniences of home life. It is easily reached by the Baltimore & Ohio Railroad to Morgantown, W. Va., and the drive over the



WEBSTER SPRINGS HOTEL.

dining room capable of seating 200 people, sun parlor, and in fact all up-to-date conveniences.

Excellent bass and trout fishing may be had within a few miles of the town, while late in the fall wild turkey shooting is the chief pastime.

The feature of greatest interest is the sulphur baths, which have highly curative qualities in cases of stomach, liver and kidney trouble. The combined effect of warm salt water baths and of drinking the cold sulphur water, apart from its great value in the numerous specific ailments referred to, is to eradicate from the system entirely all morbid secretions and accumulations, and to improve the nutrition and secretion

mountains to Mont Chateau is one of the most delightful features of the trip.

BRADDOCK HEIGHTS, MD.

This attractive resort is on the Catoclin Mountain, three and one-half miles west of Frederick, in Frederick County, Maryland, twenty miles ride by trolley, through one of the most beautiful valleys in the country.

The prospect is extensive and enchanting, commanding the extent of the Frederick Valley to the east, and the far-famed Middletown Valley to the west, the South Mountain Battlefield being in full view. A splendid hotel, recently erected, and the numerous cottages for boarders, provide ample accommodations.

CAPON SPRINGS, W. VA.

Situated on the western slope of the Great Northern Mountain of the Shenandoah Range, at an elevation of 1,800 feet, Capon Springs offers a most delightful place in the mountains to spend the summer. It is reached by the Baltimore & Ohio Railroad's Valley Branch, by way of Harper's Ferry and Capon, W. Va.

The prevailing west winds, coming as they do from the top of the Alleghenies, give to the air a cool, dry freshness and crispness singularly invigorating and agreeable. Besides being a most attractive summer resort, it is one of the greatest health resorts in this country, and many men and women owe their relief from suffering, their health and their strength to Capon Springs.

The Capon Springs, which is an alkaline lithia water, is one of the best medicinal mineral, as well as one of the finest table, waters in the world. The water gushes forth from the base of a picturesque mass of rock, in an abundant, bold stream—clear, light, sparkling, almost effervescent. There are also two iron springs near by, whose waters are a most excellent tonic. The bathing establishment is perfect in its appointments, and baths can be had of any temperature desired in the water of Capon Springs. A swimming pool is supplied by an ever-running stream of alkaline lithia water.

RAWLEY SPRINGS, VA.

Rawley lies in the very heart of the characteristic Shenandoah Valley, high up



CAPON SPRINGS HOTEL.

in the Shenandoah Mountains. It is reached by stage, eleven miles from Harrisonburg.

Chalybeate spring water characterizes the place and makes it one of the famous resorts for which Virginia is noted. It is a restful haven—one of those places where one can get away entirely from the busy world and let Nature's remedies repair the loss from an overworked body.

The main hotel affords accommodations for 125 persons.

Harrisonburg, the railroad terminal, is on the Valley Branch of the Baltimore & Ohio Railroad via Harper's Ferry.

BERKELEY SPRINGS, W. VA.

Berkeley Springs is situated on the Berkeley Springs Branch of the Baltimore & Ohio Railroad, 100 miles west of Washington and 200 miles east of Pittsburg, on the eastern slope of the Alleghenies, and is of easy access from all the larger cities of the country. It is one of the oldest resorts in the country, patronized by the Washingtons, Fairfaxes, and other families of historic fame.

The Springs are in an elevated and healthful mountain district, highly picturesque and possessing historic and social associations from the time of Washington to the present day. They have been visited for more than a hundred years by thousands of people in search of health and pleasure. The water is used for both drinking and bathing, and when used as a bath at its natural temperature, 75 de-



RAWLEY SPRINGS, VA.



BERKELEY SPRINGS, W. VA.

greys Fahrenheit, is most delightful and invigorating. The waters flow from five springs at the rate of 2,000 gallons per minute. There are excellent hotel accommodations, in addition to several boarding houses, in close proximity to the Springs.

ORKNEY SPRINGS, VA.

Orkney Springs, Va., is situated among the foothills of the Alleghenies, 2,300 feet above sea level, twelve miles drive from Mt. Jackson, and reached by the Valley Branch of the Baltimore & Ohio Railroad in connection with the Southern Railway. The unequaled variety of mineral waters found here include the "Chalybeate,"

"Blue Sulphur," "Healing," "Arsenic," "Alum," and the famous "Bear Wallow" Spring. The three hotels and seven cottages afford accommodations for 750 guests.

JORDAN'S WHITE SULPHUR SPRINGS, VA.

Jordan's White Sulphur Springs are situated one and one-half miles from Stephenson Station, on the Valley Branch of the Baltimore & Ohio Railroad, in a most delightful district. The surrounding hills are covered with a luxuriant vegetation, and the climb to the top of almost any one of them is compensated by a series of magnificent views. The resort is a favorable one for families, many of them returning regularly season after season. The main spring, known as the White Sulphur, is in the center of the grounds, although nearby are wells of pure, sweet water, free from mineral qualities. The country about Jordan's White Sulphur Springs lies some 500 feet above the level of Harper's Ferry, and therefore the pure air, together with the fragrance of the pines which cover the surrounding hills, is refreshing and healthful. As the name implies, the water is largely impregnated with sulphur and the minerals usually accompanying it.



ORKNEY SPRINGS, VA.



JORDAN SPRINGS, VA

ATLANTIC CITY, N. J.

Atlantic City, N. J., is recognized as the queen of the Atlantic Coast resorts. Being less than sixty miles from Philadelphia with unsurpassed train service the little Absecon Beach town has grown in area and population until now it extends from the Inlet southward to Chelsea, a distance of over seven miles; the two extremities being connected by a wide boardwalk of steel construction, which is one of the city's chief attractions. It is free to all, rich and poor alike, and thousands of people may be seen promenading this esplanade in a never-

several occasions in the past few years that over 100,000 people have taken advantage of the bathing hours between eleven and one o'clock. The sight at this time defies description; men, women and children in bathing costumes of varied hues form a picture to be seen only at Atlantic City.

Aside from the ocean features, Atlantic City has amusements of every kind. Great steel piers extend hundreds of feet into the ocean. Each pier has its summer theatre and band stands, as well as numerous other attractions.

The Baltimore & Ohio Railroad, in connection with the Philadelphia & Reading



THE BEACH AT ATLANTIC CITY DURING BATHING HOUR.

ending procession from dawn until midnight.

It is pronounced to be the largest, richest and most popular watering place in the world. Its season never comes to an end, which gives it a great advantage over most other resorts of this kind. There are over twelve hundred hotels and cottages devoted to the transient population. Some of them are as magnificent in detail as can be found in the country. The rich can find luxury in its most profuse form, and the humble can procure less pretentious quarters and be comfortably provided for.

The surf bathing which had made Atlantic City famous is one of the wonders of the world. It has been estimated on

Railway, conducts a series of popular excursions every summer to Atlantic City and several other of its sister resorts from the entire territory east of the Ohio River and from certain portions of the line west of the River.

CAPE MAY, N. J.

For generations Cape May has been known as one of the most attractive and recuperative resorts along the Atlantic Coast, and its popularity has steadily increased until Atlantic City alone surpasses this seaside resort in its cosmopolitan population.

The location of the city, which is in the southernmost part of New Jersey on Cape May Point, commands an ideal climate the

year round, being fanned by the cool ocean breezes in summer and warmed in winter by the Gulf Stream.

The Delaware Bay, directly to the east, affords superb facilities for sailing, while the opportunities for a cruise from Philadelphia to Cape May are frequently taken advantage of.

In addition to its many well appointed hotels, Cape May can now boast of having one of the finest hostelries in the country.

Good fishing and shooting may be had near at hand, while the golf links are all that could be desired.

The gently sloping beach permits an excellent roadway, and each year is the scene of one of the most celebrated automobile

ing on 75,000. It has a particularly fine location for a summer outing, and the beach front is one of the best on the North Atlantic Coast. It is bounded on the north and south by two beautiful fresh water lakes, that to the north being known as Sunset Lake, which is most irregular in outline, its surface being dotted with many small and picturesque islands. Several hundred boats comprise the livery thereon, and gala events are frequent occurrences. At the south is Wesley Lake, a long, narrow and picturesque body of water separating Asbury Park from its sister city, Ocean Grove, by all odds the most famous camp meeting city in the country.

The thoroughfares of Asbury Park are



BOARD WALK, ASBURY PARK.

racers, attracting the fastest cars of this country and Europe.

A number of popular excursions are run to Cape May by the Baltimore & Ohio Railroad in connection with the Philadelphia & Reading Railway and this city enjoys practically the same train service as Atlantic City, and only a little more time is consumed in the run.

ASBURY PARK, N. J.

Like a magic city, with the advent of the summer season, Asbury Park becomes one of the most populous municipalities of New Jersey, with a population well border-

not only uncommonly wide, but are very well kept, and the greenswards and profuse shade surrounding the residences add materially to the city's attractiveness.

The city has recently taken over the ownership of the beach front, and much has already been done to make the esplanade and board walk, which is eighty feet wide and some three miles in length, a special feature of attraction.

There has recently been built a casino of mammoth proportions on one of the piers extending into the ocean, and reached directly from the board walk, and in this amphitheater, under the supervision of the



SUNSET LAKE, ASBURY PARK.

municipal beach commission, is given a series of daily concerts and entertainments by the best and most noted musical organizations and artists in America.

The roads leading to the inland and surrounding country are noted for their picturesqueness, and driving and motoring are popular pastimes. An adequate trolley line brings the nearby towns of Avon, Belmar, Spring Lake, Elberon and Long Branch within easy riding distance of Asbury Park, while a belt line service in the city connects the board walk, public halls and business centers with the hotels. The hotels are comfortable domiciles, with every convenience the tourist may exact, and a cuisine which is not surpassed anywhere. There are also innumerable boarding houses, at which very comfortable accommodations may be obtained.

At the smaller boarding houses one may be accommodated for \$5.00 per week, the more pretentious boarding houses, charging from \$10.00 to \$15.00 per week; the small hotels furnish very good accommodations

for \$15.00 to \$20.00 a week, but at the larger hotels prices range from \$5.00 a day upwards.

OCEAN CITY, N. J.

Ocean City lies a few miles south of Atlantic City. While not as popular with the masses as Atlantic City or Cape May, it has a popular representation of the people each season.

SEA ISLE CITY, N. J.

Another of the popular seashore resorts, lies midway between Ocean City and Cape May, and enjoys the same superb bathing facilities.

OCEAN CITY, MD., AND REHOBOTH BEACH, DEL.

These seashore resorts are mentioned together, as they enjoy somewhat the same popularity. They lie on the coast south of the Delaware Bay, and are reached via Baltimore, thence by boat and rail.



ASBURY PARK CASINO.

GETTYSBURG, PA.

The chief interest of Gettysburg is historic, and this it is that attracts tourists from all parts of the world. The greatest battle, considered the "high-water mark" of the Civil War, was fought here on the 1st, 2d and 3d of July, 1863, between the

bulk of the Confederate forces. Other spots usually visited are Benner's Hill, Culp's Hill, Round Top and Little Round Top, also Willoughby Run, where Buford's cavalry held A. P. Hill's column in check during two critical hours. The National



"HIGH WATER MARK," GETTYSBURG.

National forces under General Meade and the Confederate army under General Lee. The principal object of interest, Cemetery Hill, so named from having long been the site of the village cemetery, forms the central and most striking feature at Gettys-

Cemetery, containing the remains of the Union soldiers who fell in the battle of Gettysburg, occupies about seventeen acres on Cemetery Hill adjacent to the village cemetery, and was dedicated with imposing ceremonies and an impressive address by



GENERAL MEAD'S HEADQUARTERS, GETTYSBURG

burg. Here were the Union headquarters, and standing on its crest the visitor has the key to the position of the Union forces during those eventful three days of July. Flanking Cemetery Hill on the west, about a mile distant, is Cemetery Ridge, on which were General Lee's headquarters and the

President Lincoln, November 19, 1863. A soldiers' monument, sixty feet high and surmounted by a colossal marble statue of Liberty, dedicated July 4, 1868, occupies the crown of the hill. At the base of the pedestal are four buttresses bearing marble statues of War, History, Peace and Plenty.

Around the monument in semicircular slopes are arranged the graves of the dead, the space being divided by alleys and pathways into twenty-two sections—one for the regular army, one for the volunteers of each State represented in the battle, and three

One mile west of the borough are the Gettysburg Springs, whose waters, denominated katalysine, have acquired a wide reputation for their medicinal qualities. They are said to resemble the celebrated Vichy water, and are considered remedial in



EMMITSBURG ROAD.

for the unknown dead. The number of bodies interred here is 3,564, of which 994 have not been identified. Near the entrance to the cemetery is a bronze statue of Major-Gen. John F. Reynolds, who was killed in the first day's fight. Opposite the cemetery an observatory sixty feet high has been

gout, rheumatism, dyspepsia and affections of the kidneys. The Springs Hotel accommodates the patients who resort here during the summer for treatment.

Gettysburg is easily accessible from points on the Baltimore & Ohio Railroad in connection with the Western Maryland Railroad.



GENERAL LEE'S HEADQUARTERS, GETTYSBURG

erected, commanding a fine view. Altogether there are now 348 monuments erected to perpetuate the memory of brave men who fell during the three eventful days. Some of them are magnificent and costly, and all are unique.

ANTIETAM, MD.

This famous battlefield, while not the national park that Gettysburg is, is full of interest. It is easily reached by way of the Baltimore & Ohio Railroad to Keedysville, Md.



CEDAR POINT, OHIO, ON LAKE ERIE.

CEDAR POINT, OHIO.

Cedar Point, the beautiful Lake Erie resort, is situated on a semicircular neck of land stretching out into the lake, and is conceded to be the largest summer resort in the world under one management. Over a million people flocked to this point during the last season from all points of the compass. So popular has it become and so numerous are its amusements that it has frequently been termed the "Coney Island" of the Central West.

The management of Cedar Point have made it their chief object to cater to the comfort, health and pleasure of the tourists, and the beautiful wooded peninsula of nearly seven square miles in extent, has grown into a modern summer resort with accommodations for 50,000 people, and has the largest and best hotel facilities on the Great Lakes.

Its famous beach is seven miles long and is considered the safest and most perfect fresh water bathing in the country. Here may be seen daily thousands enjoying their dip in the surf, while hundreds of children

make the clean white sands of the beach their playground. Among the other pleasures are boating, bowling, fishing, sailing, rowing and woodland rambles, and in fact you have but to choose your pleasure and it is easily found.

The Coliseum is of mammoth proportions, having a capacity of more than 10,000 people, while the immense ballroom is the scene of continuous dancing every afternoon and night. Crystal Rock Castle is also very popular with visitors, and in the afternoon and evenings, parties of pleasure-seekers gather to enjoy the music and discuss the topics of the day. Another enchanting feature is a series of lagoons which wind in and out among the most picturesque portions of the park for a distance of nearly three miles, and a trip on one of the auto-boats, which ply these waters, is a never-to-be-forgotten recreation.

The accommodations for guests at Cedar Point are unsurpassed by any summer resort. The hotels are large and completely equipped, the most extensive of which is



"THE BREAKERS," CEDAR POINT, OHIO.

"The Breakers," with every modern convenience. It covers an area of over six acres of ground and contains nearly 700 outside rooms, all of which afford an unobstructed view of the bathing beach and Lake Erie. "The Breakers Annex" and "The White House" are two commodious and nicely furnished hotels, in addition to which there are many cozy cottages, which make most attractive summer homes.

Cedar Point is easily accessible from points on the Baltimore & Ohio Railroad via Sandusky, Ohio, where steamers meet all trains and make trips to and from the resort every twenty minutes.

PUT-IN-BAY AND THE ISLANDS OF LAKE ERIE.

Put-in-Bay, which claims to be the most important summer resort west of the Allegheny Mountains, is one of the prettiest resorts of the Great Lakes. The island lies about twenty-two miles north of Sandusky, in Lake Erie, whilst close around it are Kelley's Island, Pelee, Middle Bass, Ballast, Gibraltar, and many smaller islands, each of which has its distinct individuality.

Put-in-Bay Island is the largest and most attractive of the group. Its magnificent scenery, pure water, bracing atmosphere, entire absence of dew, superb boating, bathing and fishing have made it popular for years. There are five large hotels on the island, and an electric railway, many handsome summer cottages, magnificent bathing beaches with bath houses, toboggan slides, etc. The surrounding islands are so close to Put-in-Bay as to make it the head of a large family of pleasure-seekers. The famous fishing, for which Put-in-Bay and the islands are noted, needs no mention here. The islands are the headquarters for the yachting and canoeing associations of the Middle West, and ever enthuse new interest to lovers of the aquatic sport.

These resorts are reached by the Baltimore & Ohio Railroad to Sandusky, and an excellent line of steamers meets all trains and makes deliveries of passengers to the islands.

LAKE WAWASEE, IND.

At Wawasee, Ind., on the Chicago Division of the Baltimore & Ohio Railroad,

lies Lake Wawasee, or "Turkey Lake," as it was formerly known. This beautiful expanse of water, ten miles in length, lies at an elevation of 900 feet above the level of the sea and about 300 feet higher than Lake Michigan, into which its waters empty. It is the largest of the inland lakes of Indiana, and is one of the most popular summer resorts of Chicago and of many of the larger cities of Indiana, Illinois and Michigan.

"Turkey Lake," as it was formerly called, is a favorite resort for canoeists and fishermen who find delight in its pleasures for a fortnight's vacation. It is popular for families, and numerous beautiful private cottages dot its shores.

There are four hotels at which reasonable rates can be obtained, from \$1.00 per day up, with special rates to parties.

LAKESIDE, OHIO.

Lakeside is another Lake Erie resort near Sandusky, and is known as the "Chautauqua" of the lakes. For more than twenty-five years it has attracted, enlightened and entertained its thousands of frequenters. Chautauqua work, kindergarten, summer schools, bathing, fishing and boating, all combine to instruct and amuse patrons.

FRENCH LICK SPRINGS, IND.

French Lick Springs are located in Orange County, Ind., 150 miles from Cincinnati, and are reached by the Baltimore & Ohio Railroad and its connection, the Baltimore & Ohio Southwestern Railroad, via Mitchell, Ind.

The springs issue into a valley crescented by the knobs of the Cumberlands, beautifully located, with unsurpassed views, surrounded by 300 acres of beautifully shaded lawn. The water emerges in gushing springs from a tertiary soil of rocky formation, rich in glauconite crystals of calcium. It is clear, colorless water of specific gravity 1020, that bursts with unusual boldness, with a uniform temperature of 55 degrees Fahrenheit during the winter and summer. "Pluto," the largest spring, has an output of eighty gallons per minute. "Proserpine," another spring, issues water of medium strength, and is used where only mild treatment is desired. "Bowles Springs," as com-



FRENCH LICK HOTEL.

pared with "Pluto" and "Proserpine," represents the mildest water, and is by far, in virtue of its happy combinations of the elements, the best diuretic known. The "Bath" spring issues heavy alkaline water, rich in sulphur compound. It is bluish black in color and almost opaque.

WEST BADEN MINERAL SPRINGS, IND.

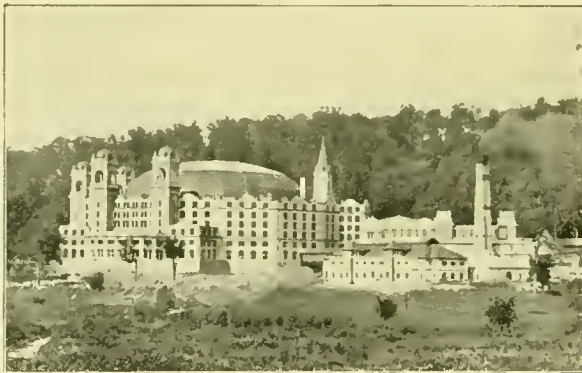
West Baden Springs are known as the "Carlsbad of America," and are but one mile from French Lick, reached by the Baltimore & Ohio and Baltimore & Ohio Southwestern Railroad by way of Mitchell, Ind. There are no waters so favorably known for the cure of inebriation as those

found at West Baden. They are an absolute specific for alcoholism in all its forms.

The large hotel is beautifully located and thoroughly up to date, containing over 600 rooms.

PAOLI LITHIA AND SULPHUR SPRINGS, IND.

These springs are situated near French Lick and West Baden Springs, and have the same direct train connections at Mitchell, Ind., from points on Baltimore & Ohio and Baltimore & Ohio Southwestern Railroads, as have the other resorts. Paoli is supplied with amusements of various kinds, beside the benefits of the wonderful waters.



WEST BADEN HOTEL.



Stub Ends of Thought

By ARTHUR G. LEWIS.



AN ounce of personal enthusiasm in business is worth a pound of enforced effort.

POLICY frequently consists only of legal selfishness, with a tacit spirit of dishonesty about it.

KNOWLEDGE may be power, but not always happiness, as it is often better not to know some things.

THE greatest incentive for the progress of intelligence is our respect for the existence of knowledge.

SYSTEM consists not only of doing things neatly, but also in knowing how to save the wages of incompetency.

HOME should be above criticism, and never is really home unless it is so.

THERE is much gratification in playing a part well, provided we may, without disappointment, anticipate applause and appreciation for our efforts.

WE are only rich by comparison with those who appear to us poor.

CIVILITY costs nothing to observe, yet frequently proves expensive to neglect.

OF all things that are sold over the counter of life happiness brings the highest price.

No man is absolutely loyal to any interest that he does not fear to lose by neglect.

It is dangerous to be over-confident in any branch of undertaking, without regard to our experience or knowledge on the subject.

ECONOMICAL policies are dangerous instruments in the hands of those not well versed in the profits of carefully directed expenditure.

THE present is all-important, yesterday is dead, and tomorrow may never be born.

ONE clear cut evidence of intelligence is the ability to gracefully admit that we were in the wrong.

MANY of us are too ready to judge by report, and by so doing often jump to unjust and erroneous conclusions.

SINCERITY is one of the leading materials that constitute the statue of perfect manhood.

WE should always endeavor to never place the emphasis of obligation upon a favor.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE NOV. 17, 1907.	No. 504 DAILY	No. 525 EXCEPT SUNDAY 5 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 8 HOUR	No. 508 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
EASTWARD	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
LV. WASHINGTON, NEW UNION STA.	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	11.30	2.52
LV. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	12.35	3.48
LV. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	12.44	3.51
AR. PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	5.50	8.19	11.46	3.05	6.00
AR. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.20	5.40	8.32
AR. NEW YORK, 230 STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	6.33	8.43
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOV. 17, 1907.	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 "ROYAL LIMITED" DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY
WESTWARD	PM	AM	AM	AM	AM	PM	PM	PM	PM
LV. NEW YORK, 230 STREET	11.50		7.50	9.50	11.50	1.50	3.50	5.50	6.50
LV. NEW YORK, LIBERTY STREET	1.30		8.00	10.00	12.00	2.00	4.00	6.00	7.00
LV. PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.16	6.12	8.31	9.21
AR. BALTIMORE, MT. ROYAL STATION	6.45	10.50	12.13	2.43	4.16	6.09	8.09	10.50	11.23
AR. BALTIMORE, CAMDEN STATION	6.50	10.55	12.17	2.47	4.20	6.13	8.13	10.55	11.27
AR. WASHINGTON, NEW UNION STA.	7.50	11.45	1.12	3.50	6.20	7.00	9.00	12.00	12.22
	AM	AM	PM	PM	PM	PM	PM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

EFFECTIVE NOV. 17, 1907.	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY
WESTWARD	AM	AM	PM	PM	PM	PM	PM	PM
LV. NEW YORK, 230 STREET	9.50 AM	11.50 AM	3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM	NOTE.
LV. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM	
LV. PHILADELPHIA	12.30 PM	2.17 PM	8.12 PM	8.31 PM	10.17 AM	4.15 AM	9.21 PM	
LV. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.18 PM	8.09 PM	10.50 PM	12.13 PM	7.45 AM	11.23 PM	
LV. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.22 PM	8.00 AM	11.32 PM	
LV. WASHINGTON, NEW UNION STA.	4.05 PM	6.30 PM	9.10 PM	12.40 AM	1.22 PM	9.10 AM	12.30 AM	
AR. DEER PARK HOTEL								
AR. PITTSBURG			6.45 AM		9.42 PM	6.25 PM	8.50 AM	LV 6.40 PM
AR. CLEVELAND			12.00 NN					
AR. WHEELING (EASTERN TIME)		5.35 AM				9.00 PM		LV 8.30 PM
AR. COLUMBUS (CENTRAL TIME)		8.45 AM						10.15 PM
AR. OHIOAGO		5.15 PM						8.30 AM
AR. CINCINNATI	8.05 AM			5.35 PM	9.45 AM	8.30 AM		
AR. INDIANAPOLIS	11.45 AM			10.35 PM		1.45 AM		
AR. LOUISVILLE	11.50 AM			9.35 PM		5.35 AM		
AR. ST. LOUIS	5.40 PM			7.28 PM		7.20 AM		
AR. OHATTANOOGA	7.30 PM			6.40 AM		1.40 PM		
AR. MEMPHIS	11.25 PM			8.35 AM				
AR. NEW ORLEANS	10.55 AM			8.15 PM				

Pullman Sleepers to all points. † Except Sunday.
N—Connection east of Philadelphia is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE NOV. 17, 1907.	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 OUQUEBNE LIM. DAILY	No. 14 EXPRESS DAILY
EASTWARD	AM	AM	PM	PM	PM	PM	PM
LV. OHIOAGO			5.00 PM	10.40 AM			8.30 PM
LV. COLUMBUS				7.00 PM			
LV. WHEELING (EASTERN TIME)		5.00 PM		12.25 AM			10.50 AM
LV. CLEVELAND			8.30 PM		2.50 PM		
LV. PITTSBURG			8.00 AM		9.40 PM	6.00 PM	1.15 PM
LV. ST. LOUIS	* 9.00 AM	1.45 AM				9.28 PM	
LV. LOUISVILLE	2.10 PM	8.10 AM				2.30 AM	
LV. INDIANAPOLIS	3.00 PM	* 8.05 AM				4.12 AM	
LV. CINCINNATI	* 6.35 PM	12.10 PM				8.00 AM	
LV. NEW ORLEANS		9.15 AM				7.10 PM	
LV. MEMPHIS		8.35 PM				6.35 AM	
LV. OHATTANOOGA	4.45 AM	11.35 PM					
LV. DEER PARK HOTEL							
AR. WASHINGTON, NEW UNION STA.	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.40 AM	2.37 AM	10.25 PM
AR. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM
AR. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.51 AM	12.44 AM
AR. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.05 PM
AR. NEW YORK, LIBERTY STREET	5.30 PM	12.35 PM	10.40 PM	5.30 PM	12.35 PM	8.32 AM	5.40 AM
AR. NEW YORK, 230 STREET	8.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	6.33 AM

Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

**ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.**

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Observation Parlor Car Richmond to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Drawing Room Sleeping Car New York to Chicago. Dining Car, a la carte, New York to Philadelphia.

No. 501. Observation Drawing Room Parlor Car New York to Washington and Richmond. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Parlor Car New York to Philadelphia. Drawing Room Buffet Sleeping Car New York to Washington.

**Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.**

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Louisville. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Drawing Room Sleeping Car Richmond, Va. to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Washington to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Buffet Parlor Car Baltimore to Pittsburg.

No. 55. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Car Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Pittsburg to Richmond, Va. Dining Car Pittsburg to Connellsville and Philadelphia to New York. Dining Cars serve all meals.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Cumberland. Buffet Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

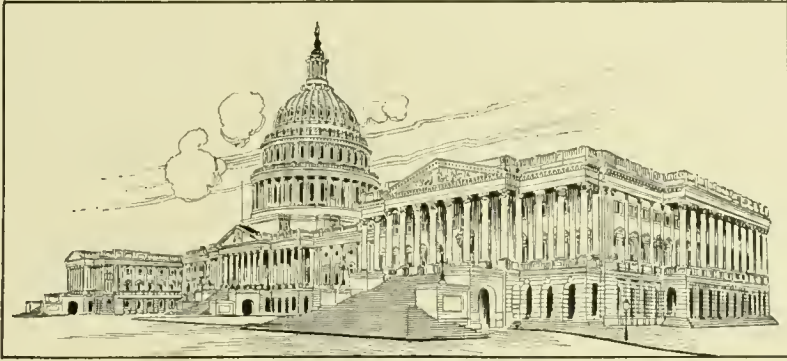
And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONOLUE, Ticket Agent. Howard Street, J. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Baltimore Streets, New B. & O. Building, G. D. CRAWFORD, City Ticket Agent
G. W. SQUIGGINS, City Passenger Agent; B. F. BONO, Special Agent; G. W. PAINT, Passenger Agent. Camden Station,
E. R. JONES, Ticket Agent. Mt. Royal Station, A. G. CROMWELL, Ticket Agent.
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BOSTON, 360 Washington Street, J. B. SCOTT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent
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CHICAGO, 24 Clark Street, Grand Pacific Hotel, W. W. PICKINS, District Passenger Agent; H. W. McKEWIN, City Ticket Agent;
W. A. PRESTON, Traveling Passenger Agent. General Passenger Office, No. 718 Merchants' Loan & Trust Building, E. H. SLAY,
Passenger Agent. Grand Central Passenger Station, Corner Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent.
Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
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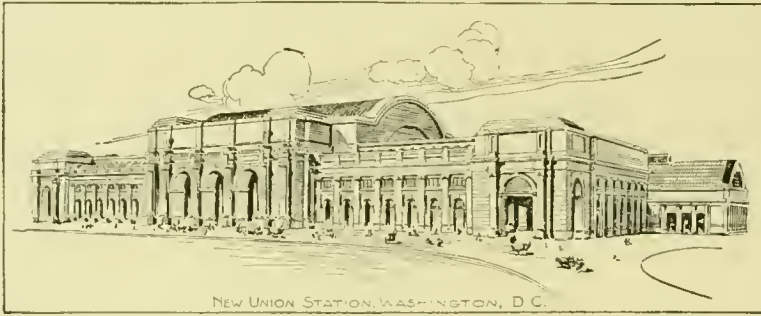
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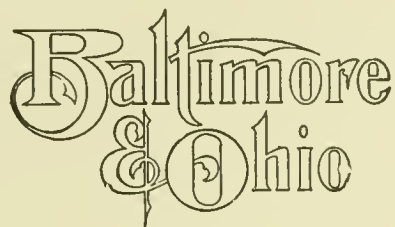
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WEST OF OHIO RIVER—August 6.

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Boston

Mass.—National Association Retail Grocers, May 11 to 14.
General Federation of Women's Clubs, June 22 to July 1.
Supreme Lodge Knights Pythias, August 4 to 15.

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Ohio.—National Educational Association, June 29 to July 3.
International Convention B.Y. P. U. of America, July 8 to 12.

Dallas

Tex.—Grand Lodge B. P. O. E., July 12 to 18.

Denver

Col.—Democratic National Convention, July 7.

Indianapolis

Ind.—Saengerfest of North America, Saengerbund of U. S.,
July 17 to 21.

Louisville

Ky.—Triennial Convention International S. S. Association,
June 15 to 21.

Pittsburg

Pa.—General Assembly of United Presbyterian Church,
May 26 to June 3.

Seattle

Wash.—Grand Aerie Fraternal Order of Eagles.

Toledo

Ohio—G. A. R., 42d Annual Encampment, August 31 to
September 5.

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CALENDAR - 1908



JANUARY							FEBRUARY							MARCH							APRIL						
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Delightful Summer Resort on the "Glades" of the Alleghenies

This famous hostelry on the superb plateau of the Allegheny Mountains, known as the "Glades," will open June 20, after a complete renovation of the entire property, making it thoroughly up-to-date. The hotel and cottages are provided with gas, electricity and water from their own systems.

The popularity of DEER PARK is due to its desirable altitude, 2,800 feet above the sea level, out of reach of malaria and mosquitoes; and its magnificent parking of 500 acres of forest and lawn, and miles of perfectly kept roadways, afford most delightful surroundings.

It is thoroughly modern as to improvements and equipment, with Bowling Alleys, Billiard Rooms, Tennis Courts, Golf Links, Swimming Pools, Livery, etc., and the delightful rooms and excellent cuisine are not surpassed. No mountain resort equals it for accessibility—only eleven hours ride from Cincinnati or New York; nine and one-half hours from Philadelphia; seven hours from Baltimore; six hours from Washington; seven hours from Pittsburg; ten hours from Columbus; twenty-one hours from St. Louis, and nineteen hours from Chicago, via the Baltimore & Ohio Railroad.

Deer Park guests can take through sleeping cars from any of these cities and alight at the hotel without change of cars. The Dining Car service is excellent. Very few summer resorts enjoy the privilege of through train and Pullman car service from all points such as Deer Park.

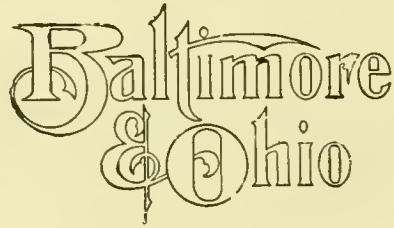
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Ohio.—National Educational Association, June 29 to July 3.
International Convention B. Y. P. U. of America, July 8 to 12.

Columbus

Ohio.—Prohibition National Convention, July 14 to 16.

Denver

Col.—Democratic National Convention, July 7. I. O. O. F. Sovereign Grand Lodge and Patriarchs Militant, September 19 to 26.

Indianapolis

Ind.—Saengerfest of North America, Saengerbund of U. S., July 17 to 21.

Kansas City

Mo.—Presbyterian Church General Assembly, May 21 to June 4.

Louisville

Ky.—Triennial Convention International S. S. Association, June 15 to 23.

St. Paul

Minn.—Imperial Council A. A. O. Mystic Shrine, July 13 to 18.

Seattle

Wash.—Grand Aerie Fraternal Order of Eagles.

Toledo

Ohio—G. A. R., 42d Annual Encampment, August 31 to September 5.

Toronto

Ont.—Canadian National Exhibition, August 29 to September 14.

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BOOK OF THE ROYAL BLUE.

MAY, 1908.

CONVENTION NUMBER.

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PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR.

VOL. XI.

BALTIMORE, MAY, 1908.

No. 8.

The Borderland

By ESTHER WIRGMAN

Friend, do you know the Borderland?
The fairest, flowering Borderland!
Where, rising in their greenness, stand
The lovely hills of Maryland,
As emeralds set in golden band,
From Hagerstown to Cumberland?

Friend, have you seen the Borderland?
The high, historic Borderland!
Where rolls the Shenandoah grand,
Whose valley is a wonderland
Of old Virginia's saraband
From Winchester to Cumberland?

Come dwell within that Borderland!
That richest, ripest Borderland!
Fine farms abound on every hand,
Fat cattle for your deodand,
In Pennsylvania's richest land
From Pittsburg down to Cumberland.

Oh! how we love that Borderland!
Where rise the Alleghenies grand,
The watch towers of this lovely strand,
Of valley green and mountain grand,
Of summers cool and winters bland,
On West Virginia's eastern rand,
From Romney down to Cumberland!



COLISEUM BUILDING, 18TH STREET AND WABASH AVENUE, CHICAGO.

The Great Political Conventions

The Republican National Convention at Chicago June 17



THE quadrennial battle between the two great political parties of the United States will be opened at Chicago on June 17 by the Republican National Convention and followed later on July 7 by the Democratic National Convention at Denver.

The Chicago meeting will be held in the Coliseum Building, which, although it will seat 14,000 persons, will hardly be large enough to accommodate the statesmen and politicians who expect to be there.

Every large city which has a water front of any dimensions lays claim to its right as a summer resort; Chicago with its Lake Michigan breezes, claims the double right, and has issued much advertising to that extent on occasion of the great convention. To emphasize this claim there are a number of splendid summer hotels built on the lake front, and those who were there during the World's Fair in 1893 will remember the glorious weather in the months of June, July and August. The city can provide entertainment of every description, and for

that reason it is said the majority of Chicagoans do not go away in the summer.

It might be interesting to take a look at some Chicago statistics. Its area covers more than 96 square miles and its estimated population is 2,750,000. There are 48 miles of boulevards and more than 3,000 acres of public parks. There are 1,300 miles of street railway, said to carry on an average of 1,354,450 passengers daily; 1,188 churches and chapels and 308 public schools.

At the Union Stock Yards—somehow Chicago is never mentioned without mentioning the Stock Yards—there are 63,000 cattle, 138,000 hogs and other live stock in proportion, received weekly.

Chicago started the craze for skyscrapers with the building of the Masonic Temple, but which now might be considered insignificant when compared with some of New York City's most boasted structures; nevertheless the Masonic Temple will always be a building of unusual interest to visitors. The Auditorium, comprising hotel and theatre and its annex buildings, is the palatial palace of the middle west; it is

always the scene of much splendor and will be of unusual interest with its crowds during the convention.

Chicago's parks and boulevards offer splendid play grounds for the people during the summer months. In Jackson Park on the South Side are many buildings reminders of the great White City, including the German and Japanese buildings and the old Art Building, which has been used as the Field Museum until the latter is moved to its proposed home on the lake front.

Washington Park, near Jackson, is alive with out-door sports. At Lincoln Park, on the North Side, the zoological garden is the main attraction. While many miles apart, these exquisite public grounds are connected by grand boulevards.

Chicago, by reason of its location and splendid facilities, has had at least one of the political conventions since 1880, with the exception of the year 1900, but made up for this by having both of them in 1884.

Democratic National Convention at Denver July 7th



SINCE the National political conventions of 1896, the Democratic National Convention has occurred in July, one month later than the Republican National Convention. This precedent is followed in 1908 when the Democratic National Convention will be held at Denver on July 7th, and the Republican Convention in Chicago in June.

The Denver meeting will be held in the new Auditorium, which has an individuality of its own as a convention hall. For its erection, the money was raised by a bond issue voted by the people; its cost was in the neighborhood of \$600,000, and it has a seating capacity of nearly 13,000; it is located in the business district on Fourteenth street, between Champa and Curtis streets. While not yet fully completed, it will be ready some time in the month of May.

The Auditorium is not only intended for convention purposes, but for grand opera and festivals as well. In comparison, it is larger than Madison Square Garden in New York, and occupies the full length of the block on Fourteenth street.

Denver, the capital of Colorado, with a population of over 200,000, is known as the Queen City of the plains. Seldom, if ever, is a tour to the Pacific Coast or through

the Rocky Mountain range arranged for, that Denver has not been an objective point either going or coming. It is a "new" city, dating back only to 1858, when its principal industry was mining; now it is quite an important manufacturing and jobbing city as well, and much of the mining machinery of the west is supplied from Denver.

Among its principal buildings are the State Capitol, which cost \$3,000,000; the Federal Building and the United States Mint. It supports five daily newspapers, which would indicate a wide range of thought, as many of its larger sister cities cannot boast of so many. Its hundred hotels are nearly all modern structures and arranged to accommodate large crowds comfortably. At an altitude of 5,300 feet, it is unquestionably a delightful summer resort, with a dry and invigorating atmosphere.

Denver is the great gateway to the magnificent Rocky Mountain scenery of Colorado and Utah, and it is safe to concede that many will take advantage of the low railroad rates in effect for the Democratic National Convention in order to avail themselves of the opportunity of visiting this picturesque playground.

The following tables will be of interest to those who wish to follow the history of the conventions:

The Great Political Conventions, at Chicago and Denver

Republican and Democratic National Conventions, 1880-1904

1880—Democratic: Cincinnati, Ohio, June 22-24; Winfield S. Hancock and William H. English.
 Republican: Chicago, Ill., June 2-8; James A. Garfield and Chester A. Arthur.

1884—Democratic: Chicago, Ill., July 8-11; Grover Cleveland and Thomas A. Hendricks.

Republican: Chicago, Ill., June 3-6; Jas. G. Blaine and Jno. A. Logan.
 1888—Democratic: St. Louis, Mo., June 5; Grover Cleveland and Allen G. Thurman.

Republican: Chicago, Ill., June 19; Benjamin Harrison and Levi P. Morton.

1892—Democratic: Chicago, Ill., June 21; Grover Cleveland and Adlai E. Stevenson.
 Republican: Minneapolis, Minn., June 7-10; Benjamin Harrison and Whitelaw Reid.

1896—Democratic: Chicago, Ill., July 7; Wm. J. Bryan and Arthur Sewall.
 Republican: St. Louis, Mo., June 16; William McKinley and Garret A. Hobart.

1900—Democratic: Kansas City, Mo., July 4-6; William J. Bryan and Adlai E. Stevenson.
 Republican: Philadelphia, Pa., June 19-21; William McKinley and Theodore Roosevelt.

1904—Democratic: St. Louis, Mo., July 6-9; Alton B. Parker and Henry G. Davis.
 Republican: Chicago, Ill., June 21-23; Theodore Roosevelt and Chas. W. Fairbanks.

Presidential Electors and National Convention Delegates

Following is the electoral vote of the states, based upon the apportionment of representatives by Congress under the census of 1900, together with number of delegates to Republican National Convention from each state and territory:

STATE	Dele- gates	Elec- tors	STATE	Dele- gates	Elec- tors
Alabama	22	11	North Carolina	24	12
Arkansas	18	9	North Dakota	8	3
California	20	10	Ohio	46	23
Colorado	10	5	Oklahoma	14	7
Connecticut	14	7	Oregon	8	4
Delaware	6	3	Pennsylvania	68	31
Florida	10	5	Rhode Island	8	4
Georgia	26	13	South Carolina	18	9
Idaho	6	3	South Dakota	8	4
Illinois	54	27	Tennessee	24	12
Indiana	30	15	Texas	36	18
Iowa	26	13	Utah	6	3
Kansas	20	10	Vermont	4	2
Kentucky	20	10	Virginia	24	12
Louisiana	26	13	Washington	16	8
Maine	18	9	West Virginia	14	7
Maryland	16	8	Wisconsin	26	13
Massachusetts	32	16	Wyoming	6	3
Michigan	28	14	Alaska	6	3
Minnesota	22	11	Arizona	6	3
Mississippi	20	10	Hawaii	2	1
Missouri	36	18	New Mexico	6	3
Montana	6	3	Philippines	2	1
Nebraska	16	8	Porto Rico	2	1
Nevada	8	4	District of Columbia	2	1
New Hampshire	8	4	Total	992	487
New Jersey	24	12	Necessary to choose	497	242
New York	78	39			

The total number of delegates to the Democratic National Convention is 1002. From Hawaii, Porto Rico and District of Columbia the Democrats have six delegates from each, against the Republican's two; while from the Philippines the Democrats have no delegates.

Under the Democratic arrangement two-thirds of the total number votes of the delegates is necessary to choice, while the majority governs under the Republican arrangement.

Electoral Vote for President, 1892 to 1904

STATE	1892			1896		1900		1904	
	Harrison	Cleveland	Weaver	McKinley	Bryan	McKinley	Bryan	Roosevelt	Parker
Alabama	11	8	11	8	11	8	11	9	11
Arkansas	1	8	1	8	1	9	10	5	5
California	6	6	4	6	4	6	4	7	7
Colorado	3	3	3	3	3	3	3	3	3
Connecticut	4	4	4	4	4	4	4	4	4
Delaware	3	3	3	3	3	3	3	3	3
Florida	13	13	13	13	13	13	13	13	13
Georgia	21	21	21	21	21	21	21	21	21
Idaho	15	15	15	15	15	15	15	15	15
Illinois	13	13	13	13	13	13	13	13	13
Indiana	13	13	13	13	13	13	13	13	13
Iowa	13	13	13	13	13	13	13	13	13
Kansas	13	13	13	13	13	13	13	13	13
Kentucky	13	13	13	13	13	13	13	13	13
Louisiana	6	6	6	6	6	6	6	6	6
Maine	8	8	8	8	8	8	8	8	8
Maryland	15	15	15	15	15	15	15	15	15
Massachusetts	9	9	9	9	9	9	9	9	9
Michigan	9	9	9	9	9	9	9	9	9
Minnesota	9	9	9	9	9	9	9	9	9
Mississippi	17	17	17	17	17	17	17	17	17
Missouri	3	3	3	3	3	3	3	3	3
Montana	3	3	3	3	3	3	3	3	3
Nebraska	3	3	3	3	3	3	3	3	3
Nevada	4	4	4	4	4	4	4	4	4
New Hampshire	10	10	10	10	10	10	10	10	10
New Jersey	36	36	36	36	36	36	36	36	36
New York	11	11	11	11	11	11	11	11	11
North Carolina	22	22	22	22	22	22	22	22	22
North Dakota	3	3	3	3	3	3	3	3	3
Ohio	1	1	1	1	1	1	1	1	1
Oregon	32	32	32	32	32	32	32	32	32
Pennsylvania	32	32	32	32	32	32	32	32	32
Rhode Island	4	4	4	4	4	4	4	4	4
South Carolina	12	12	12	12	12	12	12	12	12
South Dakota	13	13	13	13	13	13	13	13	13
Tennessee	12	12	12	12	12	12	12	12	12
Texas	12	12	12	12	12	12	12	12	12
Vermont	4	4	4	4	4	4	4	4	4
Virginia	12	12	12	12	12	12	12	12	12
Washington	4	4	4	4	4	4	4	4	4
West Virginia	6	6	6	6	6	6	6	6	6
Wisconsin	12	12	12	12	12	12	12	12	12
Wyoming	3	3	3	3	3	3	3	3	3
Total	145	277	22	271	176	292	155	376	140

Popular Vote for President, 1880 to 1904

Year	Candidate	Party	Popular Vote	Electoral Vote	Per Cent
1880	Hancock	Democrat	4,142,085	155	48.25
1880	Garnett	Republican	4,449,033	214	48.26
1880	Weaver	Greenback	807,306	3	8.33
1880	How	Prohibition	10,487	1	.13
1880	Thelps	American	4,911,707	319	48.48
1880	Cleveland	Democrat	4,848,333	182	48.22
1881	Blaine	Republican	4,848,333	182	48.22
1881	Bryant	Greenback	133,825	1	1.33
1881	St. John	Prohibition	131,809	1	1.56
1888	Cleveland	Democrat	5,558,233	168	48.63
1888	Harrison	Republican	5,440,216	233	47.83
1888	Streeter	Union Labor	141,105	1	1.28
1888	Fisk	Prohibition	249,437	2	2.21
1888	Cowdrey	Union Labor	2,808	1	1.28
1892	Cleveland	Democrat	5,556,918	277	45.73
1892	Harrison	Republican	5,176,108	145	42.49
1892	Hidwell	Prohibition	284,133	2	2.77
1892	Weaver	People's	1,041,028	22	8.67
1896	McKinley	Republican	7,041,779	271	51.02
1896	Bryan	Democrat	6,502,925	176	16.70
1896	Levering	Prohibition	132,107	1	.85
1896	Bentley	National	13,969	1	.10
1896	Macbett	Socialist Labor	36,274	1	.26
1896	Palmer	National Democrat	133,148	1	.95
1896	McKinley	Republican	7,217,810	292	51.67
1896	Bryan	Democrat	6,357,835	155	45.51
1900	Woolley	Prohibition	298,791	1	1.49
1900	Barker	People's	50,218	1	.39
1900	Webbs	Social Democrat	87,769	1	.39
1900	Malourey	Social Labor	39,548	1	.28
1900	Ellis	Union Reform	5,098	1	.03
1904	Roosevelt	Republican	7,620,670	336	56.39
1904	Parker	Democrat	5,080,207	140	37.59
1904	Swallow	Prohibition	258,205	1	1.91
1904	Hebbs	Socialist	401,890	1	2.97
1904	Watson	People's	111,373	1	.82
1904	Corrigan	Socialist Labor	41,330	1	.39
1904	Holcomb	Confidential	830	1	.01



The Yough

By STRICKLAND W. GILLILAN

A long, pellucid, purling reach;
On either side a bowlder'd beach;
Then walls, with many a bastion'd breach,
That loom and loom, rich-crowned with pine
And oak and shrub and clinging vine.
O, trench of Nature's rarest wine!
Within thy regal setting, there,
A balm Lethean thou dost bear
That bids us bid adieu to care.

225th Anniversary of the Founding of the City Government of Philadelphia

During Week of October 4-10, 1908



ARRANGEMENTS are being perfected by the City and Councilmanic committees of Philadelphia for the celebration of the 225th anniversary of the founding by William Penn, of the government, and the event promises to be one of the most remarkable celebrations of its kind ever attempted by an American city.



LIBERTY BELL.

In scope, the proposed celebration will embrace historical pageantry—the first ever witnessed in this country and which will be on a scale equal to and probably surpassing the historical pageants of England and Germany—an impressive display of Federal and State troops together with a review of warships of the Atlantic fleet, and, without doubt, representative vessels of foreign navies; a review of the Police and Fire Departments of the city, in which will be shown the evolution of both of these municipal forces from early times; an Industrial Parade, which will be on a more pretentious plan than that in Philadelphia in 1882, declared to be one of the finest of its kind ever shown; a marine pageant on the Delaware River, in which more than 500 vessels of all descriptions will participate, and numerous other features of compelling interest.

From an historical standpoint the Anniver-

sary will be of interest to all Philadelphians irrespective of residence. Careful and recent research conclusively proves that the original government of the city was founded in 1683, less than four months after Penn's first arrival in America. Since that time the history of Philadelphia has been closely allied with the growth of the nation. In consequence, the forthcoming celebration will epitomize not alone the up-building of this, a typical American city, but will express as well, the unprecedented advancement of States and municipalities within the domain over which the American flag flies today.

Philadelphia, with a population of 1,500,000, is the metropolis of the greatest manufacturing State in the Union, covering an area of over 130 square miles. Chief among the manufacturing plants are the Baldwin Locomotive Works, Cramp's Ship Yards and the New York Ship Building Company, and the hundreds of carpet and textile mills located in various parts of the city.

At Memorial Hall in Fairmount Park the Art Building of the Centennial Exhibi-



CITY HALL, PHILADELPHIA, PA.



WISSAHICKON DRIVE, FAIRMOUNT PARK

tion, or the Academy of Fine Arts, is well worth visiting. Fairmount Park itself is interesting from a picturesque and historical standpoint; within it are many mansions once the country places of men whose names are synonymous with the early history of the United States. The Zoological Gardens are also located in Fairmount Park.

Fairmount Park is the largest park in the world, embracing within its domains nearly 3,000 acres, with unsurpassed natural scenery; through it wend the Schuylkill and Wissahickon Rivers, adding much to the beauty of the great playground.

The city is full of reminiscences of the early days when the era of liberty and prosperity began to dawn. The old State House, popularly termed Independence Hall, from whose steps the Declaration of Independence was read, and from whose tower the old Liberty Bell proclaimed liberty to all men, is on Chestnut street in a splendid state of preservation. Not far from it, is Carpenter's Hall, and a short distance from the latter is the spot on which stood the house from which the Declaration was penned; this is Congress Hall, where George Washington took the oath of office



INTERIOR, INDEPENDENCE HALL.



ZOOLOGICAL GARDENS, FAIRMOUNT PARK.



STATUE GEN'L GEO B MCCLELLAN

after his second term as the first president of the United States. The Betsy Ross house, in which was made the first American flag, is always open to visitors.

Briefly summarized the official program of the October celebration, as approved by the Mayor of Philadelphia, who is the Chairman of the Anniversary Committee, and the various committees, composed of nearly 1,000 active business, religious, historical and military men, is as follows:—

Sunday, October 4.—Religious Day. Special services in all the churches, concluding with a monster open-air meeting in Fairmount Park, at which a choir of nearly 5,000 voices will take part.

Monday, October 5.—Official beginning of celebration, with salutes from war vessels in harbor; public reception in City Hall; parade of Police and Fire Departments, including the old Volunteer Fire Companies of Pennsylvania and neighboring States; the State Police, etc.; the day concluding with a great meeting in the Academy of Music to which President Roosevelt, the Governors of all States and Mayors of leading cities will be invited.

Tuesday, October 6.—Parade of Federal and State troops, Marines and Sailors from the United States fleet, League Island Navy Yard and from visiting foreign war vessels.

Wednesday, October 7.—Great Indus-

trial Parade, showing all Philadelphia's leading industries, including ship and locomotive building and all other trades which have made Philadelphia and Pennsylvania famous the world over.

Thursday, October 8.—Review of War Vessels in the harbor, followed by a Marine Pageant in which more than 500 vessels will participate. At night, the illumination of both the Pennsylvania and New Jersey shores of the Delaware River, to conclude with a dazzling fireworks display about all the war vessels.

Friday, October 9.—Historical Pageant, descriptive of the history of the city from the 17th century to this time, in which over 5,000 characters are to be reproduced. In all probability this feature will eclipse the proposed Historic Pageant now being prepared for the coming summer in London.

Saturday, October 10.—Parade and Field Exercises of the Knights Templar of Pennsylvania, terminating with a great display of fireworks in Fairmount Park in the evening, a fitting conclusion to the week's festivities.



BETSY ROSS HOUSE.



SOLDIERS' AND SAILORS MONUMENT, CLEVELAND.



MONUMENTAL PARK, THE HEART OF CLEVELAND

National Educational Association Convention at Cleveland, Ohio, June-July, 1908



NO effort is being spared to make the forty-sixth annual convention of the National Educational Association in Cleveland, June 29 to July 3, the most memorable in the history of that notable organization.

The executive officers and chairmen, assisted by committees of more than two hundred of Cleveland's representative men, professional bankers, merchants, manufacturers and energetic women, have been at work enthusiastically and energetically since early in the year to perfect all plans so that the 50,000 visitors who are expected, will receive a cordial welcome and find all arrangements made for their convenience and comfort.

Numerous excellent hotels, apartment houses and thousands of the city's homes, which will be open to convention guests, will afford ample and comfortable accommodations for the throng of visitors.

By special permission of the United States Government, Cleveland's magnificent new post office building will be open to the public for the first time to serve as the registration bureau. It is so spacious and so centrally located at the Public

Square that all the administration of the convention will be expeditiously handled. For the general sessions the fine new Hippodrome, which has been recently opened, will be used. With the post office for registration and the Hippodrome for meetings, Cleveland will provide the finest and most practical places for these purposes that have ever been furnished the N. E. A. conventions. The smaller conferences and department meetings will be held in capacious halls and churches in various parts of the city.

The central location of Cleveland makes it an ideal place for so large a gathering as that planned this year; its equable summer weather, its beautiful location overlooking the lake, its charming parks and environs will all add much to the enjoyment of those who will make it the mecca of their summer outing.

Ennui will not sit heavily upon the fortunate visitors to this year's convention. Beside the splendid educational programs planned for the general sessions and for the many conferences of the twenty-one departments, the local committee has arranged for any number of interesting affairs.

A large outdoor evening reception, without doubt the largest reception of the kind



EUCLID AVENUE.

ever held, will be given in honor of the great host at University Circle and Wade Park. At one side of the Circle are situated the beautiful group of twenty or more buildings belonging to Western Reserve University and Case School of Applied Science, the stone buildings draped in ivy, in their setting of wide, green campus. The location of the buildings is high, and overlooks the double boulevards of Rockefeller Parkway and the exquisite beauty of Wade Park, often called the prettiest little park in the country. Just east of the park are the buildings of the College for Women and the Cleveland School of Art. All this extent of park land and campus will be turned temporarily into fairyland by myriads of lights and decorations, while the park lake will be gay with a flotilla of little boats all alight. On the island in the lake will be a chorus of school boys, whose treble voices will sound sweetly on the night air. The large orchestra of sixty pieces, organized for the Convention, and several bands will play that evening under the trees. The college halls will be open to receive guests and on the reception committee will be some of the most prominent people in Cleveland, representing educational, scientific, municipal, business and social prestige of the city.

The same evening receptions will be held at each of the state headquarters at the hotels, guests proceeding from these smaller ones to the general one at University Circle.

An endless chain of street cars will convey guests to and from this mammoth garden party.

The Ben Greet Players, who give "Shakespeare's plays as Shakespeare wrote

them," will present a series of performances during the week.

These presentations of "As You Like It," "A Midsummer Night's Dream," "The Tempest" and others will have a special charm in being given in the open air on the college campus of Western Reserve University. The Ben Greet Players have appeared at most of the leading American and Canadian Colleges and at Oxford, Cambridge and other places in England. They have played also for many large associations throughout Canada and the United States, and have everywhere renewed enthusiasm in the spirit and letter of the great poet and dramatist. Acted and staged in Elizabethan manner gives a quaint flavor that adds to the charm of the presentation out under sky and trees.

Ohio, as a state, has a very large number of colleges and universities, many of which hold summer schools. This year they will have many new students and visitors brought to them by the Convention in Cleveland. The dates of these summer schools will be as follows: Marietta College, June 22 to August 1; Ohio University, Athens, June 22 to July 31; Ohio State University, Columbus, June 22 to August 14; Oberlin College, June 26 to August 14; University of Wooster, June 23 to August 14; Miami University, Oxford, June 23 to July 31; Antioch College, Yellow Springs, June 19 to August 8; Ohio Northern University, Ada, June 9 to August 7; and Wittenburg College, Springfield, June 22 to July 31.

Pilgrimages to these shrines of learning will be found pleasant little side trips of a few hours for the visitors to the Conven-



EPWORTH MEMORIAL CHURCH.

tion. Many of the college towns may be reached by the suburban trolley and, almost without exception, the college buildings have delightful and picturesque situations.

The public spirit, energy and enterprise for which Cleveland is becoming so widely known, is at present centered in making the Convention one of the most notable, perhaps the greatest, gathering in the history of that world-renowned organization, which for fifty years has been stimulating, co-ordinating and unifying the educational thought and practice of our country.

When the nation's educators assemble at the great city on Lake Erie they will find the reception, convention and hospitality arrangements almost perfect. The immense and complicated task of arranging for the housing, feeding, convenience, comfort and enjoyment of the 50,000 expected visitors, already nearing completion, has been reduced to a straightforward system. The 200 members of the various committees, men and women, are as yet hard at work polishing up the great hospitality machine.

No better illustration of the interest all Cleveland is taking in the coming gathering is shown, than the fact that these committeemen are representative of all the leading walks and professions of life. Many of the city's busiest men, some of them heads of great financial institutions, find time to spend several hours a week at least in assisting to smooth the way for the coming of the great educational host. Even the school children of Cleveland are excited over the approaching Convention, and have given very definite assistance in many ways.

During the convention there will be two meetings devoted to library work, at which



THE EUCLID CLUB

time the local library will have exhibits of class room libraries, school libraries, bulletins, pictures and all printed matter illustrative of library work. In this showing, the library chapter of the N. E. A. will co-operate. The Cleveland library will also issue for distribution, a pamphlet describing the work for and among children in which this library excels. It will show how 40% of the whole circulation of books in the Cleveland Public Library is among the children, making an average of nine books each year to every child in the city between the ages of six and fourteen. As only New York, Brooklyn and Philadelphia issue more books than Cleveland, these facts are significant.

This taste for reading among the children is directly traced to the methods of reaching their interest, and especially the putting forth of efforts to reach the children of the tenement districts and of foreign-born parents. The story telling, which all children love, is very stimulating. Some days three hundred children, in groups of one hundred, will gather in the club rooms at one of the branch libraries on benches and rugs at the feet of the story-teller, eager for a fairy tale or the thrilling Norse stories or the inspiring Arthurian legends.

From thirty-two homes, removed from the vicinity of the libraries, volunteer library visitors issue books to children each week, in addition to the thousands sent out at the school libraries, class room libraries, high school, factory, settlement stations, the sub-stations and branches. Every reputable source is utilized for bringing the books into the lives of the children.

The Cleveland branch libraries, of which there are nine, are among the handsomest



THE CUYAHOGA RIVER.



PUBLIC BATH HOUSE, GORDON PARK.

and the best equipped in the country. Many of them possess good sized auditoriums and all of them commodious club rooms, utilized by women's clubs, neighborhood clubs and boys' and girls' clubs for debating and study.

The widely known park system of Cleveland comprises twenty-eight magnificent parks, including 1,700 acres (52 acres in lakes) and threaded by over thirty miles of parkways and boulevards, thus bringing together in one beautiful whole the hills and meadows, forests and wooded dells, streams and lakes that exhibit nature's prodigality of expenditure and man's understanding adaptability of it to the uses and happiness of the great public.

The park system extends in a girdle of verdure almost entirely around the city, the extremities resting upon the lake front, east and west of the city. These lake front parks, Gordon and Edgewater, have a very attractive feature in their bathing beaches with public bath houses. They are either of them reached by street car within half an hour from the Public Square. The whole of the valley of Doan brook, a rambling stream, having its rise in two large lakes on the heights above and several miles back from the city, has been emparked and makes an elongated park, unusually beautiful and diversified, for a number of miles. Wade Park, opposite the buildings of Adelbert College and Case School of Applied Science is one of the jewels set along this chain of boulevards and parkways.

Opportunities for healthful outdoor recreation that visitors may seek are practically unlimited. Among these may be mentioned yachting, boating, fishing, bathing in the lake, golf on several fine courses, tennis, American League baseball games, light harness horse racing, opera at the

garden theaters, land excursions to lake shore parks and to amusement resorts of which there are a dozen or more within two hours' ride by trolley, and lake excursions to Put-in-Bay and Kelley's Island, Cedar Point and Lakeside.

Either coming or going, visitors will find an easy and gratifying addition to the week of meetings, in a visit to America's unutterably grand manifestation of Nature, Niagara Falls. Even a special trip can be made most comfortably.

At the Falls, almost every point of interest may be reached by the Belt Line, an electric line of cars running at frequent intervals, going as far as Queenston, Canada, and Lewiston, U. S., at the latter place making connections with the Toronto boat, if desired.

One may return to Cleveland by the night boat from Buffalo or by rail.

Frequent excursions by land or by water at greatly reduced rates are given during the warm weather and make it possible to go and return on some occasions for as little as half the regular fares.

The scientists, educators and students in attendance at the Convention will enjoy the opportunity afforded to view the wonderful works of nature at historical Put-in-Bay Island, in Lake Erie, but a few hours' ride by steamer from Cleveland.

The name of the island dates from 1812, when Commodore Oliver H. Perry, lying in wait for the British fleet, ordered his boats to "put in the bay." On the lake to the north-west of the island, he gave battle and won the victory, which, with his famous message to President Harrison, "We have met the enemy and they are ours," made his name immortal.

The Put-in-Bay Island region has been



LUNA PARK

declared by Prof. G. Frederick Wright, the noted scientist, to be the most interesting on the American continent. The shore line of Put-in-Bay Island, ten miles long, varies between the smoothest sand beach and ragged boulders, plowed by the glaciers of 10,000 years ago. Between these two extremes are gravelly beaches, rocks, rising from 30 to 60 feet above the level of the lake, and various interesting formations that add to the picturesqueness of the scenery.

But more spectacular and most interesting of all to the average visitor, are the caves, gigantic caverns deep down in Mother earth, where night and day are



PUBLIC LIBRARY—BROADWAY BRANCH.

the same, and an almost perfectly even temperature is maintained both summer and winter. There are four of these caves, each different from the others in appearance and formation. One has a roof of clear crystal. In others, long, glittering stalactites hang from overhead, and there are stalagmite floors that excite wonder and admiration. These caves have an area of many acres, some spanned by a single arch. Here miniature lakes of cool, clear water are connected by underground passages with Lake Erie, and add greatly to the mystery and witchery of the subterranean caverns.



GARFIELD TOMB.

The famous resort at Cedar Point, which is often referred to as the "Atlantic City of the West," lies off shore from Sandusky. Aside from the many amusement features of this popular summer resort, it is famed for its remarkable variety of trees and shrubs of almost every clime.



COMMODORE PERRY MONUMENT

General Federation Women's Clubs Supreme Lodge Knights Pythias

Boston, Mass., June-July-August, 1908



ELDOM, if ever, does a summer pass that Boston does not secure one or more national conventions, as the city has so much to interest visitors.

The General Federation of Women's Clubs will convene at Boston from June 22 to July 3 and the Supreme

ground was the first place for interments in Boston. The remains of Governors John Winthrop (1649), John Endicott (1665), Wm. Shirley (1671), John Winslow (1674), and his wife, Mary Chilton (1679), a passenger on the "Mayflower," are interred here.

The Old State House, located on Washington Street at the head of State Street—formerly called King Street—was built in 1713 and is one of the most interesting buildings in the city. It was here that Adams, Otis, Quincy, Hancock and other patriots made their first opposition to royal authority. In 1770 the so-called Boston Massacre took place immediately in front of the building. From the balcony Washington reviewed the entry of the Revolutionary army after the siege of Boston. The building is now in charge of the Bostonian Society, who have stored it with rare relics of Boston of the Colonial period.

Faneuil Hall, the "Cradle of Liberty," was built in 1742 by Peter Faneuil and presented to Boston for a market and town hall. Its walls have resounded with the stirring words of such illustrious orators as Otis, Webster, Sumner, Everett, Phillips and others, and it has been the scene of many receptions and banquets to Washington.

Christ Church, on Salem Street, was erected in 1723, and is the oldest church building in Boston. From its tower were hung the lanterns to warn Paul Revere and the patriots that the British troops were to march on Lexington and Concord.



SOUTH TERMINAL STATION, BOSTON

Lodge Knights of Pythias from August 4 to 15th.

To fully appreciate Boston one must foot it through the older portions of the city, where ancient landmarks are observable in all directions. The Old South Church, standing on the corner of Washington and Mill streets, which was erected in 1730, is most picturesque. In 1775 the British dragoons, who cared little for the sacredness of its walls, removed the pews and used the building as a riding school. The church is now used as a museum and contains a rare collection of relics pertaining to the early history of New England. Almost opposite on Milk Street is the site of the birthplace of Benjamin Franklin; while on the opposite corner of Washington Street is the "Old Corner Book Store," used as such since 1712, and which presents a splendid specimen of the dwelling house of that time.

King's Chapel at the head of School Street was built in 1749 and is still used for religious services. The adjoining burial



LIBRARY, BOSTON.

Bunker Hill Monument is in Charlestown. It is a granite obelisk 221 feet high, commemorating the Battle of Bunker Hill, fought June 17, 1775.

Of the modern points of interest in Boston may be mentioned the Charlestown Navy Yard, which is but a few minutes' walk from the monument. It is here that many of our famous warships are dry-docked for repairs.

The Suffolk County Court House, which was erected at a cost of nearly four million dollars, is but a short distance from the subway station at Scollay Square. Near it are the State House and park. The cornerstone of the State House was laid in 1795 by Paul Revere, but the building was repaired and extended to four times its original size in 1895 at a cost of four million dollars.

Copley Square is the center of the fashionable residential section of Boston. It is surrounded by some of the most beautiful specimens of architecture, among which are the Museum of Art, containing one of the finest collections of works of art in the world; the Public Library, erected in 1888 at a cost of over two and a half million dollars. The beautiful halls contain, besides the large number of books, many rare works of art. Trinity Church, the finest ecclesiastical building in New England, and the new Old South Church, with its great bell tower 240 feet high, are also in this fashionable neighborhood.

The Public Garden is but a short distance from Copley Square. It is a beautiful park of twenty-three acres and contains a splendid equestrian statue of Washington.



MUSEUM OF ARTS, BOSTON

The Boston Common, lying north of the Public Garden, containing about forty-eight acres of land, is closely associated with the history of Boston since the first settlement of the town. It contains the Army and Navy Monument.

Cambridge, which is about a half hour's ride on the electric car from the center of the city, is known as the University City, containing the well known colleges of Cambridge and Harvard. Among the older buildings comprising Harvard College are Massachusetts Hall, built in 1720; Hollis Hall, 1763; and Holden Chapel, 1744. Wadsworth House was used 123 years as the home of the presidents of Harvard, and was at one time Washington's headquarters. Memorial Hall was built in 1874 to commemorate the ninety-five Harvard men who fell in the Civil War. The entire property of Harvard University represents more than \$12,500,000. Near the college is Cambridge Common, with a soldiers' monument and several cannon captured from the British, and Washington Elm, under which General Washington took command of the Continental army in July 1775. Not far from the elm is the house once occupied by General and Lady Washington, also the house occupied by Poet Longfellow.

A review of Boston is hardly complete without including the numerous historic towns which surround it.

At Salem, the Roger Williams House (1635), sometimes called the "Witch House," is still standing, as are a number of fine old Colonial houses of the seventeenth century. At Plymouth, the famous Plymouth Rock, the original stone on which the Pilgrims from the "Mayflower" landed, is covered by a granite canopy.



FANEUIL HALL

Other historical features are the Court House, containing valuable records of the Colony, and Pilgrim Hall, a museum of interesting relics.

Lexington and Concord claim their portion of attention. Electric cars from Boston traverse the route followed by the Colonial troops on the morning of April 19, 1775. Every part of Lexington is of historic interest. The Soldiers' Monument, on the Common, was erected in 1799. Near it is a large boulder, marking the line of the Minutemen. Many of the houses which were in the town at the time of the battle are still standing. Among them are the Munroe Tavern, headquarters of Earl

Percy; the old Clark House, where Adams and Hancock were awakened by Paul Revere on that memorable spring morning; Buckman Tavern, the rallying place of the Minutemen the night before the battle, and which bears the marks of British bullets. Just beyond Lexington is Concord. The old North Bridge was the scene of the Concord fight. On one side are the graves of the slain British, on the other a large statue of the Minutemen with the familiar inscription:

"By the rude bridge that arched the flood,
Their flag to April's breeze unfurled,
Here once the embattled farmers stood,
And fired the shot heard 'round the world."



BUNKER HILL MONUMENT

Burdette's Welcome to the Fleet



S "Bob" Evans is to the men of his fleet, so is "Bob" Burdette, the beloved Pastor-Emeritus of the American Press Humorists to every soul that has passed under the sunny rays of his helpful fellowship. Lucky Los Angeles to have him there for such an occasion as the welcoming of the fleet! Lucky fleet to have the privilege of basking in his happy and wholesome humor!

What he said is thus chronicled in the Los Angeles Times:

In replying to the toast, "Our Guests," Rev. Robert J. Burdette said: "Our Guests!" and ours "till death us do part." Like a good conundrum, you have kept us guessing a long time, but having been guest, we have never given you up. Under the Oaks of Mamre, when the world was young and wicked, Abraham entertained angels unaware. Now that the world has grown old and good, as is the manner of some people who become religious when they are too old and tired and weak to be bad any longer, a whole "City of Angels" gladly, joyously, ha-hala-riously entertains sixteen shiploads of fighting men whose business and pleasure it is to make angels of the people who dislike us and show it too plainly. Of all the wondrous, mighty, glorious spectacles that ever drifted over the seas to our coasts, we never saw such a fleet before. You, our guests, meet us with equal wonder and admiration, for in all your Ulysses-like wanderings over many seas you never saw such a town before. We admit it. So far you have sailed along the California coast, and thus far you have not seen a fort; you have not seen a shore battery. We do not need them in Southern California. We do not want any fortifications. We do not try to keep people out. We strive to draw them in. Once in, they are ours. Come they in peace or in war, they lie down with the bear, and are gently, sweetly, wholesomely assimilated. They become Californians. Whether the invader comes in red war paint or perfumed freckle-and-sunburn lotion, in private car or tourist sleeper,

we do not say as he disappears, "one Bostonian less;" we say, "one hundred and seventy pounds more bear." And then we turn the bear's open countenance toward the next incoming train, or fleet, and "set him again."

(Loud laughter and applause.)

Thus we grow, nourished alike by foe and friend. Everything is fish that comes in our net—in Lent; whether it wear scales, wool, bristles or feathers. When the first great labor disunion struck work on the Tower of Babel, because they couldn't agree on a dictionary, all the delegates came to California. And we have been speaking harmoniously all the tongues of all the world ever since. That's why sometimes our enemies accuse us of talking too much. But we have so much to talk about. We had just fairly begun discussing a plan for establishing a liquor zone with restricted and unlimited boundaries, so arranged that a prohibitionist couldn't find it and a whiskey man couldn't miss it, when you came along. And we shoved the jug under the bed, behind the saddle, till we learned your habits. That's why we put the price of sherry up to \$50 a pint for this banquet. For we said, "If a man doesn't drink, a teaspoonful will be enough to souse him. And if he is liable to drink too much, he can't afford it. And if he has already had too much, when we tell him the price it will sober him before the shock can kill him."

(Laughter.)

As the admiral remarked to me—"Bob," he says, "the simple fact is you've had vocal target practice. Talk is cheap where climate's free," says he.

Beloved and honored guests of ours, you will never know, for we can never tell you, with all our rich and varied California vocabulary—and we've spilled a great deal of the English language over you tonight—how welcome you are. We of California know a good ship when we see it. We are all salts ourselves. We have whole deserts of salt in our most productive territory. We use it in the mining business. We may be new but we are not fresh.

Oh, the seas, how they roar, how they roar.
 Breezy promoters, how they blow;
 We, we jolly sailor boys, are working on the tourist,
 And the landlubbers lying down below, below,
 below—

With the landlubbers lying down below.

Three times to sea went our jolly, jolly ship—
 Three times out went she,

And a stout little tug towed her back into the slip,
 with a hot box, melted journal, jammed screw,
 broken shaft, slipped eccentric, collapsed flue,
 broken shaft, choked mud valve, cylinder heads
 blown out, governor thrown off, safety valve
 clogged, rudder unshipped,

And her bob-stay hanging where her spanker ought
 to be,

Back aft, where her spanker ought to be.

(Laughter.)

We built a ship on this Coast, one time,
 and she made her trial trip with guns and
 men aboard. Like Job's warehouse the
 Oregon "smelled the battle afar off," and
 the white foam gleamed about her bows as
 she reeled the coast lines off like a trailing
 log line through the thousands of miles of
 blue water, going "to meet the armed
 men," and lo, when the battle broke at the
 appointed time, lo, amid "the thunder of
 the captains and the shouting," the Oregon
 roared "among the trumpets, ha, ha!"
 How the world shouted its applause at her
 wonderful run. Other ships, under other
 flags, had run nearly that far and nearly that
 fast to get out of the fight, but the Oregon
 carried full steam ahead to get into the fight.
 And while men admired the sailor men

said, "Any ship in the fleet could do it."
 And when men doubted the great Com-
 mander-in-Chief of the army and navy said,
 "We'll just show you foreign-born Mis-
 sourians," and lo, here you are—"sixteen
 ships on the old ship's log, yo, ho-ho, and
 a bottle of milk"—all the multiplied leagues
 on a schedule timed by chronometers, and
 Theodore Roosevelt is justified in his boast.
 (Applause.)

The President knew his ships, and he
 knew his admirals, and his captains, and all
 of his sailor men. I have heard a naval
 maxim, "The speed of the squadron is the
 speed of the slowest ship." We face the
 world now, shouting, "What the best of
 our ships can do well the poorest can do
 better." I don't know where the armor
 belt of a battleship should be—I can't draw
 pictures—whether it should be high as
 upper C or down to G below; but I believe
 this—that the ship that tries to find out, at
 any range, will never learn. We have
 lowered every flag that ever fluttered a
 battle signal at us on the seas, when the
 only armor belt on our ships was a sailor's
 shirt, and that was open at the breast!
 Welcome, you! Welcome to the lands-
 men as was the sea, with the sun kissing its
 "innumerable laughter," to the Greeks of
 Xenophon. A hundred thousand wel-
 comes! To paraphrase Paul Jones, "We
 have not yet begun to welcome!" (Pro-
 longed applause.)





Stub Ends of Thought

By ARTHUR G. LEWIS.



NOTHING is absolutely our own, except those things which we have originated and created ourselves.

CHURCH building is a worthy occupation, but home making is a sacred calling.

It will prove easy to reconcile ourselves to the observance of those things which we no longer desire.

MANY fool theories are frequently proven by their own apparent absurdity.

SOMETIMES the loss of yesterday proves to be today's consolation and tomorrow's gain.

CAN we not accomplish something that is worthy of imitation, surely we have borrowed enough from others.

THE blinds are closed on the sunny side of every home, as soon as contention enters the front door.

NOTHING is more characteristic of a man's intelligence, than his considerate attitude in the face of ignorance.

HEREDITY is insufficient to combat the influence of undesirable environment.

THE greatest gifts of nature consist of those things which we fail to understand.

REPENTANCE is good, but the moral strength that precludes the necessity of it is far better.

JUST as soon as we lose interest in an undertaking, the principle involved is immediately affected.

DIPLOMACY is a pleasant apology for sincerity, yet one is an accomplishment and the other a virtue.

IGNORANCE always has, and doubtless ever will, sneer at things it fails to comprehend.

THE appreciation of one act well performed, is the best incentive for another effort.

WE alone can keep the true record of our thoughts and are exclusively responsible for their character.

IDEAS not thoroughly in conformance with our own views, undergo a slow process of digestion before assimilation.

LET us learn to avoid unhappiness through our refusal to anticipate unpleasant possibilities.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

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OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. **Five Hour Train.** Drawing Room Parlor and Observation Parlor Cars Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. **"Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Observation Parlor Car Richmond to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car New York to Pittsburg. Dining Car a la carte, Baltimore to Philadelphia

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Observation Parlor Car New York to Pittsburg. Dining Car, a la carte, New York to Philadelphia.

No. 501. Observation Parlor Car New York to Washington and Richmond. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. **Five Hour Train.** Drawing Room Buffet Parlor Car New York to Washington.

No. 509. **"Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Parlor Car New York to Philadelphia. Drawing Room Buffet Sleeping Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

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No. 1. **Cincinnati-St. Louis Limited.** Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. **Chicago Express.** Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. **Pittsburg Night Express.** Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. **St. Louis Express.** Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. **"Pittsburg Limited."** Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Drawing Room Sleeping Car Richmond, Va. to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. **"Chicago Limited."** Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 55-15. **The Daylight Train.** Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago.

EASTWARD.

No. 2. **St. Louis-New York Limited.** Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. **Cincinnati-New York Limited.** Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. **Chicago-New York Limited.** Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to New York. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. **Chicago-New York Express.** Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 10. **Night Express.** Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. **"Duquesne Limited."** Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Pittsburg to Richmond, Va. Dining Car Pittsburg to Connellsville and Philadelphia to New York. Dining Cars serve all meals.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Cumberland. Buffet Parlor Car Cumberland to Baltimore.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MAY 17, 1908.										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 508 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
LV. WASHINGTON, NEW UNION STA	7.00	9.00	9.00	11.00	1.00	3.00	6.00	8.00	12.00	2.62
LV. BALTIMORE, CAMDEN STATION	7.56	9.50	9.62	11.60	1.56	3.48	6.00	9.00	1.00	3.46
LV. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.64	1.59	3.62	6.06	9.06	1.10	3.51
AR. PHILADELPHIA	10.16	11.60	12.11	2.02	4.05	6.60	8.19	11.45	3.36	6.00
AR. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.16	6.30	8.00	10.40	3.20	6.22	8.32
AR. NEW YORK, 230 STREET	12.45	2.10	2.40	4.25	6.46	8.10	10.50	6.33	6.33	8.43
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MAY 17, 1908										
WESTWARD										
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY	
	PM	AM	AM	AM	AM	PM	PM	PM	PM	
LV. NEW YORK, 230 STREET	11.50		7.50	9.50	11.50	1.50	3.50	6.50	6.50	
LV. NEW YORK, LIBERTY STREET	1.30		8.00	10.00	12.00	2.00	4.00	6.00	7.00	
LV. PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.16	6.12	8.31	9.21	
AR. BALTIMORE, MT. ROYAL STATION	6.45	10.60	12.16	2.43	4.16	6.09	8.09	10.50	11.23	
AR. BALTIMORE, CAMDEN STATION	6.50	10.65	12.20	2.47	4.20	6.13	8.13	10.55	11.27	
AR. WASHINGTON, NEW UNION STA	7.50	11.46	1.16	3.50	5.20	7.00	9.00	12.00	12.22	
	AM	AM	PM	PM	PM	PM	PM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE MAY 17, 1908.										
WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 8 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY		
									NOTE.	
LV. NEW YORK, 230 STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM			
LV. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM			
LV. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.16 AM	9.21 PM			
LV. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.16 PM	8.09 PM	10.50 PM	12.16 PM	7.45 AM	11.23 PM			
LV. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.26 PM	8.00 AM	11.32 PM			
LV. WASHINGTON, NEW UNION STA	4.05 PM	5.30 PM	9.10 PM	12.40 AM	1.22 PM	9.10 AM	12.30 AM			
AR. DEER PARK HOTEL										
AR. PITTSBURG			6.45 AM		9.42 PM	6.25 PM	8.50 AM	LV 5.26 PM		
AR. CLEVELAND			12.00 NN							
AR. WHEELING (EASTERN TIME)		5.36 AM				9.00 PM		LV 6.15 PM		
AR. COLUMBUS (CENTRAL TIME)		8.46 AM						9.25 PM		
AR. OHIOAGO		5.15 PM			9.46 AM			7.30 AM		
AR. CINCINNATI	8.05 AM			6.36 PM		1.45 AM				
AR. INDIANAPOLIS	11.45 AM			10.36 PM		6.36 AM				
AR. LOUISVILLE	11.50 AM			9.35 PM		7.20 AM				
AR. ST. LOUIS	6.40 PM			7.28 AM		1.40 AM				
AR. OHATTANOOGA	7.30 PM			6.40 AM						
AR. MEMPHIS	11.25 PM			8.35 AM						
AR. NEW ORLEANS	10.55 AM			8.15 PM						

Pullman Sleepers to all points. + Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE MAY 17, 1908.										
EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM DAILY	No. 14 EXPRESS DAILY			
LV. CHICAGO			6.00 PM	10.40 AM			8.30 PM			
LV. COLUMBUS				7.00 PM						
LV. WHEELING (EASTERN TIME)		5.00 PM		12.25 AM			10.60 AM			
LV. CLEVELAND			7.30 PM		3.00 PM					
LV. PITTSBURG			8.00 AM		10.00 PM					
LV. ST. LOUIS	* 9.00 AM	1.45 AM				* 6.00 PM	1.15 PM			
LV. LOUISVILLE	2.10 PM	8.10 AM				9.28 PM				
LV. INDIANAPOLIS	3.00 PM	* 8.05 AM				2.30 AM				
LV. CINCINNATI	* 6.35 PM	12.10 PM				4.12 AM				
LV. NEW ORLEANS		9.15 AM				8.00 AM				
LV. MEMPHIS		8.35 PM				7.10 PM				
LV. CHATTANOOGA		11.35 PM				6.36 AM				
LV. DEER PARK HOTEL										
AR. WASHINGTON, NEW UNION STA	12.40 PM	6.30 AM	1.42 PM	12.30 PM	6.40 AM	2.37 AM	10.25 PM			
AR. BALTIMORE, CAMDEN STATION	1.47 PM	7.60 AM	5.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM			
AR. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.06 PM	1.59 PM	8.00 AM	3.51 AM	1.10 AM			
AR. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.06 PM	10.15 AM	6.00 AM	3.35 AM			
AR. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.22 AM			
AR. NEW YORK, 230 STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	6.33 AM			

Pullman Sleepers from all points. *Daily. +Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

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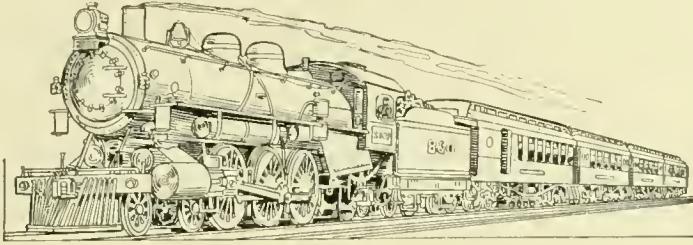
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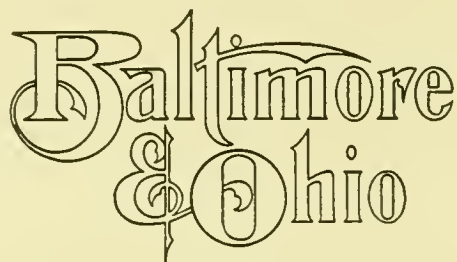
C O N V E N I E N T
S C H E D U L E S

NORTHBOUND.

Lv. Washington	3.00 pm
New Union Station	
Ar. Baltimore	3.44 pm
Camden Station.	
Lv. Baltimore	3.48 pm
Camden Station.	
Lv. Baltimore	3.52 pm
Mt. Royal Station.	
Ar. Wilmington	5.17 pm
Ar. Philadelphia	5.50 pm
24th and Chestnut.	
Ar. New York	8.00 pm
Liberty Street.	
Ar. New York	8.10 pm
23d Street.	

SOUTHBOUND.

Lv. New York	3.50 pm
23d Street.	
Lv. New York	4.00 pm
Liberty Street.	
Lv. Philadelphia	6.12 pm
24th and Chestnut.	
Lv. Wilmington	6.44 pm
Ar. Baltimore	8.09 pm
Mt. Royal Station.	
Ar. Baltimore	8.13 pm
Camden Station.	
Lv. Baltimore	8.16 pm
Camden Station.	
Ar. Washington	9.00 pm
New Union Station	



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Lv WASHINGTON, R. F. & P.....	4.20 am
Ar RICHMOND, Byrd St.....	7.50 am
Lv RICHMOND, R. F. & P., Byrd St...	8.20 pm
Ar WASHINGTON New Union Station..	11.50 pm
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Leave	NEW YORK, 23d Street Terminal	-	-	-	9.50 am
Leave	NEW YORK, Liberty Street	-	-	-	10.00 am
Leave	PHILADELPHIA, 24th and Chestnut Street Station	-	-	-	12.30 n'n
Leave	BALTIMORE, Mt. Royal Station	-	-	-	2.43 pm
Leave	BALTIMORE, Camden Station	-	-	-	3.00 pm
Arrive	WASHINGTON, Union Station	-	-	-	3.50 pm
Leave	WASHINGTON, Union Station	-	-	-	4.50 pm
Arrive	RICHMOND, Byrd Street Station	-	-	-	9.00 pm

NORTHBOUND

Leave	RICHMOND, Byrd Street Station	-	-	-	12.01 n'n
Arrive	WASHINGTON, Union Station	-	-	-	2 45 pm
Leave	WASHINGTON, Union Station	-	-	-	3.00 pm
Arrive	BALTIMORE, Camden Station	-	-	-	3.44 pm
Arrive	BALTIMORE, Mt. Royal Station	-	-	-	3.52 pm
Arrive	PHILADELPHIA, 24th and Chestnut Streets	-	-	-	5.50 pm
Arrive	NEW YORK, Liberty Street	-	-	-	8.00 pm -
Arrive	NEW YORK, 23d Street	-	-	-	8.10 pm

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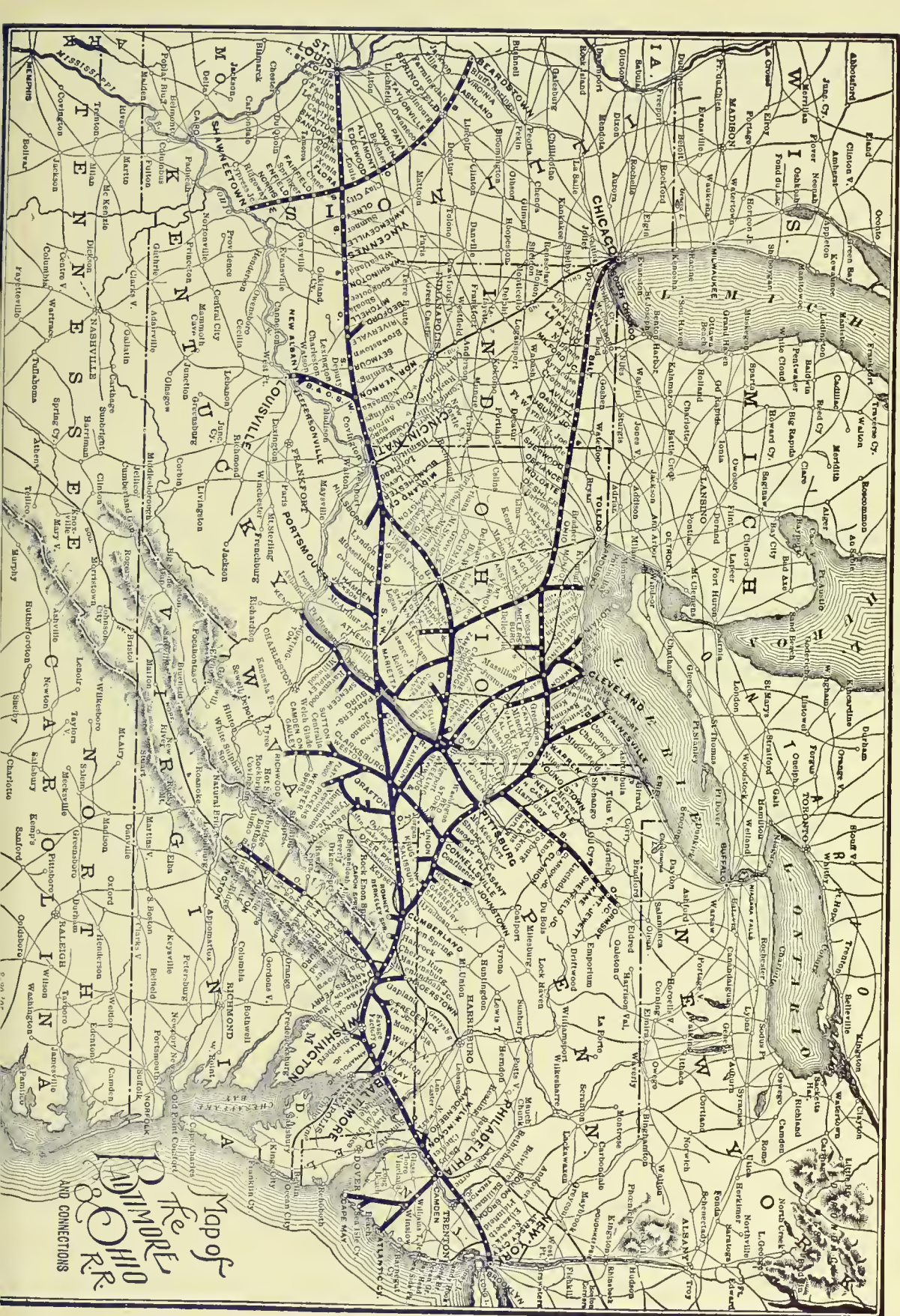
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EAST AND WEST



CALENDAR - 1908



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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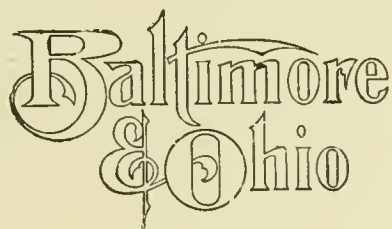
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Chicago

Illinois.—Republican National Convention, June 17, 1908.

Cleveland

Ohio.—National Educational Association, June 29 to July 3. International Convention B.Y.P.U. of America, July 8 to 12.

Columbus

Ohio.—Prohibition National Convention, July 14 to 16.

Denver

Col.—Democratic National Convention, July 7.

I. O. O. F. Sovereign Grand Lodge and Patriarchs Militant, September 19 to 26.

Indianapolis

Ind.—Saengerfest of North America, Saengerbund of U. S. July 17 to 21.

Louisville

Ky.—Triennial Convention International S. S. Association, June 15 to 23.

St. Paul

Minn.—Imperial Council A. A. O. Mystic Shrine, July 13 to 18.

Seattle

Wash.—Grand Aerie Fraternal Order of Eagles.

Toledo

Ohio.—G. A. R., 42d Annual Encampment, August 31 to September 5.

Toronto

Ont.—Canadian National Exhibition, August 29 to September 14.

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Delightful Summer Resort on the "Glades" of the Alleghenies

This famous hostelry on the superb plateau of the Allegheny Mountains, known as the "Glades," will open June 20, after a complete renovation of the entire property, making it thoroughly up-to-date. The hotel and cottages are provided with gas, electricity and water from their own systems.

The popularity of DEER PARK is due to its desirable altitude, 2,800 feet above the sea level, out of reach of malaria and mosquitoes; and its magnificent parking of 500 acres of forest and lawn, and miles of perfectly kept roadways, afford most delightful surroundings.

It is thoroughly modern as to improvements and equipment, with Bowling Alleys, Billiard Rooms, Tennis Courts, Golf Links, Swimming Pools, Livery, etc., and the delightful rooms and excellent cuisine are not surpassed. No mountain resort equals it for accessibility—only eleven hours ride from Cincinnati or New York; nine and one-half hours from Philadelphia; seven hours from Baltimore; six hours from Washington; seven hours from Pittsburgh; ten hours from Columbus; twenty-one hours from St. Louis, and nineteen hours from Chicago, via the Baltimore & Ohio Railroad.

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For rates in hotel, annexes or cottages, or illustrated booklets and floor plans, apply to

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BOOK OF THE ROYAL BLUE.

JUNE, 1908.

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BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR.

VOL. XI.

BALTIMORE, JUNE, 1908.

No. 9.



ATLANTIC CITY, LOOKING DOWN ON THE BOARD WALK TOWARDS CHELSEA.
SHOWING THE NEW STEEL PIER.

Atlantic City, "Bride of the Atlantic"



ATLANTIC CITY, the gay kaleidoscope of pleasure, affords more opportunities of description than perhaps any city in the world. There is not a newspaper or magazine of any consequence that has failed to grasp the opportunity to describe this popular sea-shore resort in its most alluring form.

But the description of ten years ago tallies exactly with the description of today, barring the splendid changes in the character of the hotels and the vast improvements in building construction.

In the past decade the old board walk was transformed into a magnificent promenade, and hundreds of the cheap catch-penny establishments facing thereon have disappeared, to give more pretentious fronts to some of the magnificent hotels which have recently been constructed.

Thousands of dollars have been spent upon the great pleasure piers, and from year to year marked improvements are observable in the cleanliness of the beach—its freedom from castoff rubbish, which generally characterizes any pleasure resort attended by great numbers of people. Not only does the municipality of Atlantic City provide for



THE BEACH FRONT, ATLANTIC CITY

this cleanliness, but the visitors as a whole take great pride in obeying sanitary laws.

Gradually dignity is encroaching upon the territory of the "Midway," and a new magnificent "million dollar" pier has been erected in the vicinity that was once known as "Cheap Side."

Compare the modern views of Atlantic City, in connection with this article, with those of ten years ago and the improvements are in accord with the times.

Yet, with all these changes, Atlantic City today is what it was ten years ago, and will be ten years from now, as far as humanity is concerned. The magnificent ocean is always the same; the beach as it was centuries ago. Humanity itself has not changed since Adam and Eve, and the following description of the popular pleasure resort of years ago is applicable now and will be years hence:

"For centuries Venice has been celebrated in song and story as the Bride of the Adriatic, and though her location is undeniably a damp one, the general humidity of all those years has been unable to prey upon her prestige. Now let some native poet arise in his might, dub Atlantic City, this fair city by the sea, the Bride of the Atlantic, and with characteristic American energy and grit, sing her into rivalry with the Adriatic's antique spouse. The advantages are all on our side. Our city is

younger, fairer, fresher in every sense of the word, and its streets are much better adapted to bicycle and automobile riding. It is true we have cottages in place of castles and spruce hotels instead of palsied palaces. Then, perhaps, the boardwalk is not so romantic as St. Mark's Square, but no one can deny that its sights and its parades have more genuine wild excitement about them than feeding pigeons, and that its curiosities—human, animal and mineral—are even greater wonders than the equine boasts of St. Mark's. And certainly the Atlantic is much bigger than the Adriatic.

"The European city is a regular Italian wife, living in meek submission to her wedded spouse, about as rapid in her habits as an oyster in July, and depending on past grandeur to supply present pride, while our seaside queen is a typical young American wife, gay and giddy, saucy and independent, by no means preferring past triumphs to present exhilarations, and determined to have first, last and always a perennial and variegated good time, sublimely ignoring any other authority than her own sweet will. It is true that some years ago her hoary wedded lord and master rose in his wrath, clutched her in his arms, poured the flood of his angry waves upon her and simply cut her off from all



TWO OF THE GREAT PLEASURE PIERS AT ATLANTIC CITY.

communication with the outside world. But, of course, in this day of constitutional rights, her forced seclusion was short-lived, nor did it teach her a lesson even, for today she is as gay and giddy as ever, and Old Ocean, like many another American husband, has retired from the unequal conflict with the disagreeable conviction that he simply made a grey and melancholy waste of his energies in attempting to discipline her.

"The man who said there is a place and time for everything, should come to Atlantic City and take a solitary stroll upon the boardwalk—one only would suffice to knock his theories higher than the proverbial kite. All sorts and conditions of people in all sorts and conditions of attire, from the lady in evening dress, wending her way to a hop, to the humble McGinty, who cannot dress in his best suit of clothes, because he hasn't any, meet, mix and mingle in a way to bring tears of joy to the eyes of an advocate of true democracy. As to the amusements of that popular thoroughfare, human ingenuity has about exhausted itself to supply them. There are bazars full of the beautiful Japanese and Chinese ware, of dainty jewelry, of pale glittering amber, of shining glass, of things too numerous to mention in the way of bric-a-brac, of loads of candy and stocks of tin buckets

and wooden spades, apparently competent to supply the whole juvenile population of the United States.

"In sober truth, no American citizen's education is complete without a visit to Atlantic City. It is told of a prominent foreigner 'doing the States' that he remarked after a visit to this great resort that he honestly did not believe there was another place like Atlantic City on the habitable globe. It is one of the most remarkable combinations of the age. Some resorts are noted as exclusive; some as popular; some are frequented by politicians; some have sporting renown; some attract the moneyed and leisure classes; others are the haven of those who have but little money to invest and want every penny's worth back in dividends of amusement and health. Atlantic City, alone, is the resort at once of both the classes and the masses. Millionaires, teachers, clerks, diplomats, society belles, merchants, society leaders, workingmen, office holders, ambassadors, literary men and women—one could not mention a single class of people that at one time or another has not its representatives at Atlantic City. It is equally the city of the Four Hundred and of the millions, and each class is equally at home in its comprehensive bounds.

"More than any other city in the Union



ROLLING CHAIR PARADE, ATLANTIC CITY.

it expresses the perfect adaptability of the American character. Any other place with such a heterogeneous population would find itself confronted with a problem of 'confusion worse confounded.' Not so Atlantic City. There is not a more orderly, safer or more easily running municipality in the country. It welcomes every need, and it adapts itself to every need it receives. One may live luxuriously or modestly, according to one's means and inclinations, though this may be said of almost any American city. But one may live here not only in accordance with one's means, but also in accordance with one's tastes—a very rare quality in any large center. Does one like bustle, excitement, shopping, driving, business? There are the smooth, level streets, the shops, the banks, the wheels, the autos, the horses and carriages, the theaters, the sports—what one wills and has at home. Is one solitary in habit, sick in body, shunning the crowd, longing for silence and relief 'far from the madding crowd?' A few steps from all this bustle, noise and excitement, and one is alone, with the soothing silence of sky and ocean calming his spirit and laying its balm on tired eyes and weary mind. Is one a lover of nature in her grandest and her strongest forms? There is the ocean; the great, restless, heaving ocean, with its mystery, its infinity, its

majesty, its vastness, stretching as far as eye can see. There it holds one for hours, sometimes almost crystal clear in its smooth rippling, sometimes with its giant breakers tossing in stormy wrath till clouds and water meet, ever changing, yet always the same, with a fascination that the loveliest other scenes of nature can not touch.

"On the contrary, does one love the study of humanity? A step or two from beach to boardwalk, and there the book of humanity is before one, its pages turning over one after the other, so rapidly that one can scarce keep up with the constant shifting and changing of types. If the proper study of mankind is man, then one of the best schools in the world is the boardwalk at Atlantic City. One can enter the primary grades of this study and finish its university course without leaving the boardwalk. It is simply a matter of observation, thought and knowledge developing. All sorts of personalities are there, till one wonders how even the ingenuity of nature could ring such an infinity of variety upon the simple human pattern. All characters express, unfold or suggest themselves, till one sees that the variety of feature is merely a faint sign of the variety of being embraced in what we call humanity. The seven ages of man are there; oh, how that myriad mind of Shakespeare

could have moralized could he ever have trod the boardwalk at Atlantic City!

"The life one wishes to lead at this resort one can, and know nothing of any other kind of life, unless one seeks it. In this wonderful quality of adaptability it is all things to all men, is one of those things to which we are so accustomed that we

take its wonders as a matter of course, and are surprised when some one like the foreigner quoted, puts it in a new point of view which we suddenly realize is the correct one. It is the most unique, the most varied, the most striking of American resorts—this City by the Sea—this beautiful Bride of the Atlantic."



"THE MOST UNIQUE, THE MOST VARIED, THE MOST STRIKING OF AMERICAN RESORTS."

A Confederate Village in a Union State in War Times

By CHARLES L. SHIPLEY



IN the great internecine struggle of 1861-65, when the North and the South locked arms in deadly civil combat, many were the heartrending scenes and tragedies of domestic life, when old friends of a lifetime, blood relations, brothers and sisters, parents and children, lovers and sweethearts and even man and wife were frequently divided in their sentiment in regard to their allegiance to the old flag of the Union, or the new banner of the Confederacy.

"Such divided allegiance," says a prominent writer, "could not fail to often result in scenes of the greatest distress, and in poignant sorrow and dread extending throughout the conflict. The success of one or the other of the combatants in a great battle, although it might bring its cheer and exultation to those who had espoused or sympathized with the cause of the victor, would often necessarily bring sorrow for dear friends and relatives in the ranks of the vanquished, and dread that later details would show the death or wounding of some brave boys very dear at heart."

Pikesville, Md., now really a suburb of Baltimore, about ten miles from the city, while not being situated in the vortex of hostilities like many of her sister Southern villages, and having never been disturbed by the thundering roar of artillery, the rolling fire of musketry, the clash of sabers, or the angry shouts of surging lines of battle, yet she was not altogether free of the excitement and unrest that affected her sister villages, and the cry of "All quiet along the Potomac," was in several instances a misnomer, and her citizens were rudely awakened from their fancied security when the tide of Confederate invasion rolled northward from that historic boundary.

Containing the second oldest United States Arsenal (now the Confederate Home), it became evident that as the tension became greater between the two sections of the country, the village would be under the surveillance of Federal troops who would be sent as a garrison for this old post during the progress of hostilities.

This surmise proved correct, for after the resignation of Col. Benjamin Huger, who was the last regular army commandant of the old post, before the commencement of hostilities, holding that position from 1856-61, to tender his services to the Confederacy, the Arsenal from that date forward was garrisoned by different regiments raised for the Federal service.

At the commencement of the conflict Pikesville boasted of a military company known as the "Garrison Forest Rangers."

The company numbered between forty and forty-five members, and they drilled for a time in the lower room of Mt. Zion Lodge, I. O. O. F. Their musket rack was in one of the small ante-rooms of the lodge, and the writer remembers often, when a boy, the many times he had counted the rests in the rack, there being forty-five of these, one for each musket.

The members of this company were more or less of strong Southern feeling, and thinking that Maryland would secede, they seized the Arsenal, calculating to use the post for a recruiting station for the Confederacy. The federal authorities hearing of this act, quickly mustered in a force of troops from Philadelphia to take possession of the post and hold it for the Government.

Having received information of this move to oppose them, the Rangers evacuated the post, disbanded as a company, some of its members, including their Captain going South, and others taking no part in the conflict.

The first troops to occupy the Arsenal was a regiment from Philadelphia, known as the "three months' men," they having volunteered for that period. They were succeeded by a regiment from Wisconsin, to be followed in turn by a regiment from Indiana, also the First and Second Maryland regiments and the Purnell Legion.

Pikesville at that period was a little straggling village of about a dozen houses, the main portion of them being situated on the west side of the Reisterstown turnpike.

All of the triangle now embraced within the boundary of the turnpike, the Old Court road and Walker Avenue, was then an open field, joining the arsenal grounds on the north.



THE OLD ARSENAL, PRESENT CONFEDERATE HOME, PIKESVILLE, MD.

This open field was used by the soldiers as their drilling and parade ground, and although the greater number of the residents of the village and vicinity were of Southern sympathy, yet this did not prevent them assembling on the evenings that the troops had dress parade, and view the drill and listen to the splendid music of the bands of the different regiments.

The band of the Wisconsin regiment was especially noted for its fine music, and when on parade they would discourse in rapid succession, "The White Cockade," "Here's to the Girl that Kisses Sweet," "The Girl that I Left Behind Me," and always ending up with "Dixie" to please their spectators of Southern feeling, they would be greeted with prolonged cheers by the assembled spectators.

The Wisconsin men were the favorites with the villagers. They were a splendid body of men physically, and of high moral character, polite in their bearing to all parties and were ever ready to discuss in a friendly manner with friend or foe, the causes leading to the conflict. Among their officers was a young lieutenant, who was an especial favorite with the young ladies of the village, and many a young heart beat sadly when he marched away with his regiment. He was shortly after killed in battle, and left many sorrowing friends in the little Confederate village to mourn his loss.

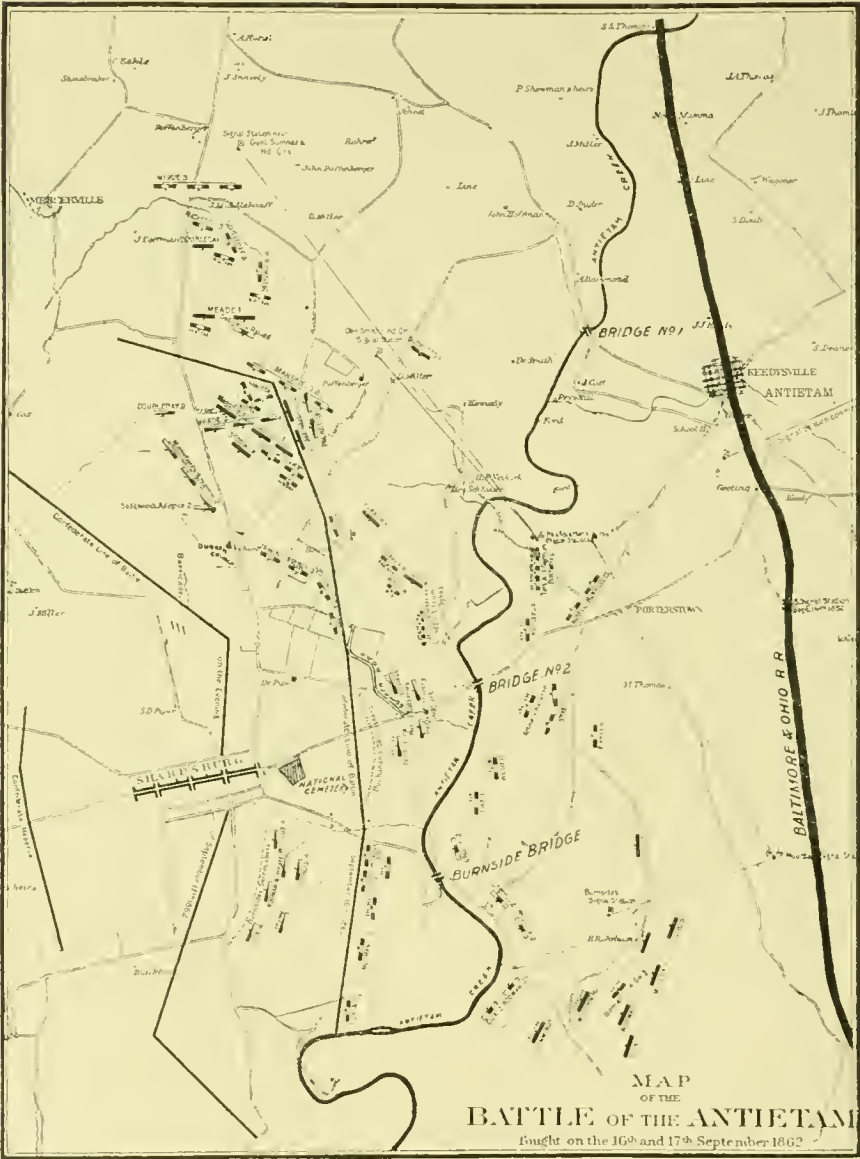
During the four long dreary years of the conflict, when the news of a great battle would be flashed across the country by

telegraph, the villagers would gather at the post office the next morning and impatiently await the opening of the mail, and when their papers were handed to them they would eagerly search for the gruesome headlines of "List of Killed and Wounded," hoping for the best, yet fearing that the name of some near friend or loved one would be recorded therein, and they would be compelled to return to their homes and break the sad news to an anxious mother, sister or sweetheart.

Early in the month of September, 1862, news was received in the village that Gen. Robert E. Lee had crossed the Potomac and would give battle to the Federal forces near Antietam. The report proved correct, and on September 17th, news of that bloody conflict startled the little village. There were friends and sons on both sides; for whom should they pray?

How beautiful the country looked around Pikesville in the soft haze of that September morn. But soon there arose on the still air the far-off roar of distant cannon. Throughout the entire day the distant cannonade continued, sometimes fitful, then increasing in volume like an approaching thunderstorm. The men and women of the village gathered in groups and wondered what was transpiring on that sunny day on the slopes of the distant Blue Ridge.

The very silence of the people as they looked away westward was oppressive. Toward night the wind rose and rain fell and the mothers and daughters talked of





BURNSIDE BRIDGE, ANTIETAM BATTLEFIELD.

the wounded on the field and their sufferings on that field of blood.

They perhaps knew that the Second Maryland Regiment would be in the fight and felt they would acquit themselves with honor. It is fitting, therefore, to repeat the tribute that has been paid to their gallantry. The Second Maryland Infantry was one of the regiments that was stationed for a time in the Arsenal.

There have been many deeds of heroism recounted of the troops engaged in the battle of Antietam; but those of this regiment equalled the bravery of our forefathers.

It belonged to the corps of the gallant Burnside, and had been with him at Newbern, and now the duty of storming the *tete du pont* at Antietam Creek, had devolved upon it; and never did veterans move forward with steadier step to more perilous enterprise, or one in which the chances of surviving it were so fearfully few. All the bluster, bravado and recklessness, supposed to be the distinguishing mark of *l'enfant perdu* of Baltimore, had given place to a sober and solemn gravity, in keeping with the awful struggle that was pending.

There was no noise, no cheering in the ranks; but on the other hand, there was no wavering or faltering as they moved sternly and silently forward into the conflict. The measured and heavy tread of the battalion, falling in dull cadence on the ear, was the only sound audible as it entered the head of the bridge.

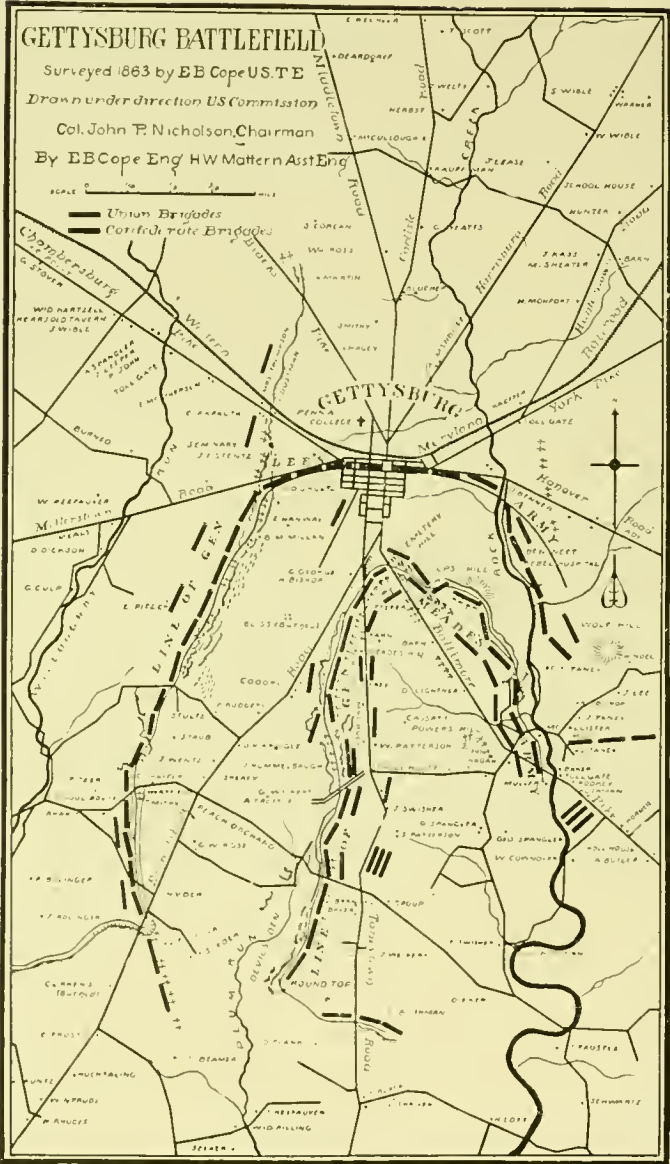
Suddenly the enemy's cannon opened at short range, pouring upon it a tempest of round shot and shell, sweeping away whole files and ploughing bloody furrows through the ranks. But it faltered not. At the sharp word of command of the officers,

"Close up, boys," the bloody gaps were filled and the heroic regiment pressed on. Standard bearer after standard bearer went down before the iron hurricane, but scarcely was he down, when the standard wrenched from his dying grasp, was borne aloft by his nearest comrade in strife.

The way over the bridge was filled with corpses. Most of the officers had fallen. Captain Wilson, of a family that had sent five brothers to the war, for a moment commanding the regiment, had gone down, pierced through the forehead by a minie ball. Captain Martin, succeeding him, fell mortally wounded, but there was no check, no faltering or sign of confusion or hesitation. With their heads bent, their shoulders a little forward, at the charge step, they moved steadily on until the bridge was cleared and the way opened for the regiments in the rear. It was only when the bridge was won, and room obtained to deploy the column, that the old lusty Maryland cheer, which more than eighty years before had been heard at Brandywine, at Guilford and Eutaw, rang out on the sulphurous air of that dread September day, attesting that those who sent it were the legitimate sons of sires who had fought for freedom and immortal fame under Howard and Williams.

They were no more forever the despised "Plug Uglies," of Baltimore, but a new "Maryland Line," indomitable as the "old," baptized anew in fire and blood; which had washed away all former transgressions.

"A great deed," says another writer, "had been done by these Maryland men—a second bridge of Lodi had been carried; but no Napoleon was there to take advantage of the brave and glorious deed. It will never-





THE ROAD FROM FREDERICK TO EMMITSBURG.

theless live in history as a deed of pride and glory, achieved by the soldiers of noble old Maryland in a war to put down treason, in which every art had been used by the traitors to induce her to take a part."

After the retreat of the Confederate forces from Antietam, everything was quiet until the summer of 1863, when the tide of Southern invasion again rolled Northward, as in June of that year General Lee again entered Maryland. Great excitement again prevailed, as the objective point of the Confederate forces was unknown. A false alarm having been raised that a body of Southern cavalry were in Pikesville, within eight miles of Baltimore City, the authorities began to fortify by means of barricades composed of casks and barrels filled with stones. The soldiers in the city were quickly mustered and were under arms all night, while several thousand citizens manned the barricades.

The next day General Schenck, who commanded the Federal forces in the city, declared martial law, and no person was allowed to leave the city without a pass. This act proved a great inconvenience to many persons who were in the city that day on business, among whom was the writer's father, who was one of the passengers of Mr. Jacob Weirich's coach, that being the mode of communication then between Baltimore City and Pikesville. Mr. Wierich and all his passengers were compelled to obtain passes before they were allowed to leave the city.

The Confederate forces, however, were not moving towards the city, but under the lead of their peerless leader they had determined to grapple with the Federal foe on his

own soil, and the terrible three days' fight at Gettysburg was the result.

On the third day of that conflict, when Lee opened upon Cemetery Heights with 120 pieces of artillery, paving the way for the fierce onslaught of Pickett's fiery hosts, the roar of that terrible cannonade could be plainly heard in the village, and her residents stood in their doorways and listened, and pictured to themselves the fearful scenes of death that were being enacted in that beautiful valley of a sister state.

No one spoke; the children were even mute at the awful sound. Who could fail at its interpretation? No one thought of charges on that hot, burning day, it seemed as if men must simply be standing still to die, while the sun was baking the white turnpike and burning the overripe harvest.

The dull, heavy vibrations of the artillery rose and fell in a thundering cadence as if chanting the funeral dirge of the brave fellows in blue and gray who were going down by the hundreds on all parts of the battlefield. Some of the more imaginative of the villagers contended that they could smell the powder smoke.

The next day informed us of the defeat of Lee and his retreat from Gettysburg.

After the fight at Gettysburg, Pikesville and its vicinity remained comparatively quiet. Sometimes there would be an arrest of some violent Southern sympathizer who expressed his opinion in language that did not altogether please Uncle Sam, with the result that he would be arrested and taken before the commandant of the arsenal, who generally after a severe reprimand, would release the offender upon a promise of future good behavior.

Sometimes the military would threaten to make a search for arms, and then would be witnessed the secreting of rifles, shotguns and pistols, old relics of all styles and descriptions, until the threatened trouble had passed.

Some of the owners of the farms adjacent to the village complained of losing their chickens, turkeys, etc., and one farmer declared that he had missed several sheep, and accused the Union soldiers of "lifting," the same, although he never proved the charge. If such, indeed, was the case, we can hardly blame the poor fellows, for they were many times on short rations, and a good fat roasted chicken, or a juicy piece of young lamb, undoubtedly gave a zest to an appetite dulled by a continuous bill of fare of hard tack, salt beef and coffee.

One of the humorous, yet somewhat gruesome, incidents attendant on the occupation of the arsenal, was the complaint of the Union sentinels that the villagers came at night and threw stones at them. The Philadelphia regiment, especially, complained about this annoyance, and on more than one occasion in the dead hours of the night the sleeping residents of the village would be rudely awakened by the sharp report of a rifle, followed by the roll of the drum, turning out the guard for a search for the stone throwers, who were never found. This alarm would be repeated sometimes every hour or two throughout the night.

A member of this regiment one night met the writer's father in the combination store and postoffice, and complained to him about the occurrence and asked his opinion about the mystery.

Quickly seeing an opportunity of having some fun at the soldier's expense, he explained to the soldier that it was no live person that threw the stones, knowing that they ran the risk of being shot, but the rest-

less spirit of one of the former commanders of the old post, who died cursing in his quarters, and whose restless spirit roamed the grounds, and it was this phantom that stoned them while they staid there.

Whatever the effect of this joke, there were no more complaints about stone throwing, and the sleep of the residents was no longer disturbed by the report of the sentinel's gun, or the calling out of the guard.

On Saturday, July 9, 1864, an unofficial dispatch was received in Baltimore City announcing the defeat of Gen. Lew Wallace at the battle of the Monocacy, in Frederick County.

This defeat was inflicted upon the future author of "Ben Hur" by the Confederate General, Jubal A. Early, and caused great excitement in the city, as a general advance of the Confederates was expected by the Federal authorities. In a short time the city was again, as in the case of Lee's invasion, put in a state of defense, and her citizens anxiously awaited the approach of the gray-coated foe, who, however, never materialized.

During the days of the 10th and 11th, however, a body of Confederates under Col. Harry Gilmor were scouring the country without resistance, sometimes venturing so near the city that they could be seen from it.

On Monday, the morning of the 11th, they entered Pikesville, where they were warmly welcomed by those of Southern sympathy.

Such is a brief review of this country village in war times. After the raid of Gilmor, nothing of any importance occurred to cause excitement to the residents.

The surrender of Lee in April, 1865, closely followed by the assassination of President Lincoln, for a brief period caused a ripple of excitement, and in some rare instances revived a vindictive spirit in the bosom of the Northern men of the locality, but the prompt disavowal and expression of abhorrence for the half-crazed perpetrator of the deed by nearly every one of the Southern sympathizers, quickly allayed this last excitement without causing trouble, and the village and its residents again settled down to their quiet routine of life that they had enjoyed before the commencement of the war four years before.



PICKETT'S CHARGE.

In a Pullman Car

By S. E. KISER, for Book of the Royal Blue

There is one who will always remember me
Wherever the fates may call her,
No matter how splendid her fortune may be
Or how heavy the ills that befall her:
I gazed on her first as we thundering sped—
I and the beautiful stranger—
With faith in the man at the throttle ahead,
And never a thought of danger.

I looked at her often and wished that we two
Might journey forever together,
With never a care when the heavens were blue
And blithe in the stormiest weather;
Her lashes were long, her expression was sweet,
She must have been twenty or nearly;
Though I know not her name, though we never may meet,
I know she remembers me clearly.

In fancy I see her still, slender and fair,
As she was in that long-ago May time
When her dark lashes curled and the bronze of her hair
Turned dusk at the close of the day time.
Oh, I dreamed of her grace as we thundered ahead
When troubles no longer beset me;
Her cheeks may be faded, her gladness be dead,
But I know she will never forget me.

I know that whatever her future may be,
Whether lofty or lowly her station,
She will never forget that occasion when we
Journeyed on to our far destination.
Though I may never clasp her in happy embrace
And never may tell her I love her,
She remembers, I know, for I stepped on her face,
When I crawled from my berth above her.

The Maumee River in History

Compiled by W. H. MAHER, in G. A. R. Pamphlet



THE Maumee Valley is rich in historical associations, and at the mention of the name there rise up before us the intrepid George Clark; the "Blacksnake," Gen. Anthony Wayne; the calm, careful Gen. William Henry Harrison; the valiant Croghan; the wily, masterful Pontiac, and the no less shrewd and able Tecumseh.

The aborigines who inhabited this section were bold, brave, shrewd and with an unusually high order of intelligence. In stature the Miamis were of medium height, well built, heads round, rather than oblong; countenances agreeable, rather than sedate or morose; swift of foot, and excessively fond of racing. They were, from their position, less exposed to the poison of the whisky keg, and the examples of debauched traders, and retained their ancient character and customs in greater purity than their eastern neighbors.

The Maumee has no beginnings such as we ascribe to the typical river; there is no bubbling spring, or trickling rivulet, or babbling brook to gradually grow into a broad river. The St. Joseph, from the north, meets the St. Mary's from the south; these uniting at Fort Wayne, Indiana, become the Maumee, and this starts, in boldness and strength, for Lake Erie, meeting the Auglaize at Defiance, and entering Maumee Bay five miles northeast of Toledo, after its journey of one hundred miles.

The Maumee was known to the early French explorers as the River à la Roche; it was also mentioned as Rock River. At a later date it was the "River of the Miamis," and then became the "Miami of the Lake," to distinguish it from the Great Miami, or the Miami of the River, which flowed into the Ohio. Colonel Clark, in his journal, 1779, spells it "Meami," which was probably as he heard it called.

As late as 1805, Harris, in his "Journal of a Tour" that he made to Ohio in 1803, mentions the river as "The Miami of the Lake, sometimes called Omee, and Mau-

mick." The French would, naturally, give the *a* in the word a broad sound, *ah*, and this, to English ears, might well sound like *Me-ah-mee*, and be easily fashioned into Maumee. Indeed, where Harris mentions the Great Miami, he has a foot-note saying it is pronounced Mawmee.

The Maumee Valley was very early known to the untiring French explorers—the priests and the soldiers. By this route, with only two short portages, they had access to the Miami of the south and to the Ohio and to the Wabash on the southwest, and the Mississippi.

It is said of La Salle, the discoverer of the Mississippi, that during the years (1677-8) he was in command at Fort Frontenac, "he appears to have been evolving great schemes for opening up an easy channel of trade to the West by way of the Maumee and the Wabash."

Prof. Hulbert, in his *Historic Highways of America*, says that it was on this river, near the present site of Maumee City, that the first settlement of whites, in the limits of what is now the State of Ohio, was made, in 1679.

During the year 1679, Frontenac, Governor of Canada, sent out a number of trading parties, with authority to erect stores or posts, and to take possession of the country visited in the name of France.

One of these parties found its way to the Maumee River, and in 1680 built a small stockade just below the present Maumee City. This was an important trading post for many years, but was finally abandoned for a more eligible location at the head of the river, near where Fort Wayne now stands. On the very spot where the first French fort stood, the British, in 1794, erected Fort Miami.

About 1700, a party of traders built a small fort on the Maumee, about where is now Toledo.

In 1739, de Longueuil constructed a road from Detroit to the Ohio River, which crossed the Maumee at the foot of the rapids, and was thereafter used by the Canadians.

In 1748, the post on the Maumee was

rebuilt by the French. In that same year instructions were given the commander at Detroit: "Every attempt of the English to settle at River à la Roche (Maumee) must be resisted by force."

Again, in 1750, complaint is made that: "The English, far from confining themselves within the limits of Britain's possessions, not satisfied with multiplying themselves more and more on Rock River, and with having houses and stores there, have, more than that, proceeded within sight of Detroit, even unto the Fort of the Miamis."

In 1754, Governor Morris, of Pennsylvania, calls a note of alarm because of the French making a settlement of three hundred families in the country of the Twightwees (Miamis).

In 1760, Major Rogers was sent West, to take possession of Detroit and other French forts along the lake. From Detroit, we are told, the major went to the Maumee, and thence across the State to Fort Pitt (Pittsburg).

The name of the great Indian chief, Pontiac, will always be associated with the Maumee Valley. This was his home and his stronghold. It was here he planned his treacherous campaigns, and here he came when defeat weakened him. He was the bitter enemy of the English, and his ability and craftiness made him their most formidable foe.

In 1760, the war that had been waging in America between the French and the English came to an end through the defeat of Montcalm, on the Heights of Abraham, at Quebec.

From 1535 to 1760—225 years—the region of the lakes, discovered and traversed by Jesuit missionaries and French fur traders, was under the dominion of the king of France, and was designated on the maps as New France. But on the 29th of November, 1760, the French flag was lowered at Detroit, and this part of Ohio became a part of the province of Quebec.

The Indian tribes saw the English taking possession of the French forts, and they were alarmed. The French had always treated the red men as brothers, had made them liberal presents, and had dealt with them honestly. The English had been cold and harsh, had cheated them in trade, and had outraged their families. These

things aroused them to the highest pitch of excitement, but it would probably have passed over had it not been for Pontiac, of whom Parkman writes: "The American forests never produced a man more shrewd, politic, and ambitious."

Pontiac's plan was to make a contemporaneous assault upon all the British posts, and thus extinguish the English power at a single blow.

By favor of an Indian woman, Detroit alone, of all the chain of forts, was saved, but by the treachery of another Indian woman the fort on the Maumee was captured.

Fort Miami was near what is now Fort Wayne, and was commanded by Ensign Holmes, who was suspicious of the intentions of the Indians, and was therefore on his guard when, on the 27th day of May, 1763, a young Indian girl, who lived with him, came to tell him that a squaw lay dangerously ill in a wigwam near the fort, and urged him to come to her relief.

Holmes forgot his caution and followed her out of the fort. Pitched at the head of a meadow, hidden from view by an intervening spur of the woodland, stood a great number of Indian wigwams. When Holmes came in sight of them, his treacherous conductress pointed out that in which the sick woman lay. He walked on without suspicion, but as he drew near, two guns flashed from behind the hut, and stretched him lifeless on the grass.

The shots were heard at the fort and the sergeant rashly went out to learn the reason for the firing. He was immediately taken prisoner, amid exultant yells and whoopings. The soldiers in the fort climbed upon the palisades to look out, when Godefroy, a Canadian, and two other white men, made their appearance and summoned them to surrender; promising that, if they did so, their lives would be spared, but that otherwise they would be killed without mercy. The men, being in great terror, and without a leader, soon threw open the gates and gave themselves up as prisoners.

The end of Pontiac's war came with the arrival at Detroit of General Bradstreet, with reinforcements. The English boats entered the mouth of the Detroit River on the 26th of August, and Pontiac re-

tired to the Maumee, whence he sent haughty defiance to the English commander. But famine and misery brought most of the followers to have a sincere desire for peace, and they readily obeyed the summons of Bradstreet to meet him in council.

A deputation was sent to Pontiac, and that chief agreed to lead the nations no more to war, but declared that he would never become a friend of the English. He met General Bradstreet at Maumee Bay with offers of peace, which ended the bloody war. This war has been described as "undoubtedly the most comprehensive military campaign ever conceived in redman's brain."

On the 24th of August, 1765, George Croghan made a treaty with the Miamis, by which that nation was to remain undisturbed in its hunting grounds. Not long after this, the tribes abandoned their towns on the Great Miami, and removed to the Maumee, St. Joseph and Wabash Rivers.

In 1766 mention is made of Pontiac being on the Maumee again, at the mouth of the river, where he is said to have spent the winter, living in the forest with his wives and children, and hunting like an ordinary warrior. In 1769, he was assassinated in the vicinity of St. Louis, Mo.

In December, 1778, Hamilton, the British commander in Detroit, hearing of Clark's capture of Vincennes, determined to retake it, and heading troops and Indians, ascended the Maumee from Lake Erie. They recaptured the fort at Vincennes, but during the next year Clark retook it and Hamilton with it.

In 1780, General Washington directed that the western waters be explored, the navigation of them accurately laid down, and a complete map of the country made, at least "as far westerly as the Miamis, running into the Ohio, and into Lake Erie. For I cannot forbear observing that the Miami Village (Fort Wayne) points to a very important post for the Union."

During the Revolution this part of Ohio from its remote situation was but little affected by the war. The British employed the Indians to harass the American settlements on the Ohio and in Kentucky. These joint expeditions (British soldiers and Indian warriors) usually organized at De-

troit and proceeded in boats as far as they could ascend the Maumee, and from there crossed over to the Ohio. The prisoners taken were all massacred, and so much per scalp was paid by the British. We hardly need to be told "their march through the whole region was attended with the utmost consternation."

At the close of the Revolution the British refused to evacuate the fort at Detroit, and in 1794 built a new Fort Miami on the Maumee, near the present site of Maumee City.

This fort is described as situated on a hill which rises abruptly from the margin of the river, at the head of a plain. It was a quadrangle, constructed of large, square logs of timber, laid closely together and notched into each other. At the two most exposed angles were strong bastions, enfilading three sides of the fort. On these three sides the fort was protected by a deep moat, or ditch, in which was standing water. And on the side fronting the river there was a covered way down the steep bank to the water.

The Maumee next appears in history through General Anthony Wayne's decisive victory over the Indians at the battle of Fallen Timbers. As in the Revolution, marauding parties continued to descend from this section upon settlers in Southern Ohio and Kentucky. They were undoubtedly encouraged by the English, who had refused to abandon either Detroit or Fort Miami after the Revolution.

In 1790, General Harmer, an able officer, was dispatched to quell these Indians, with a force of about 1,400 men. He imprudently divided his army, was taken by surprise, and defeated at what is now Fort Wayne, by a body of Indians, led by Little Turtle.

General St. Clair was then placed in command of about 2,300 men, and started towards the Maumee. This army was to march from Cincinnati, Ohio, and erect a fort on the site of Fort Wayne, Indiana. It was not properly supplied; it was totally undisciplined, and there was a bitter feeling of jealousy among the officers. Desertions reduced it more than one-third. It was ambushed near Greenville, Ohio, and forced to retreat. "In almost every sense it was the greatest defeat suffered by white

men on this continent at the hands of the aborigines."

A new army was then formed, the Legion, and General Wayne was placed in command. While he was drilling this into shape every effort was being made, at Washington, to secure treaties of peace with the Indians on the Maumee, but their victories over Harmer and St. Clair had made them haughty, conscious of their power, and determined to make no treaty that would not make the Ohio the boundary of the United States, and reserve all lands north and west of that for the Indians.

At one time it had been seriously considered to make the Maumee the boundary line of the Union. In 1791 the Secretary of War wrote to General St. Clair: "In order to avoid further wars it might be proper to make the Wabash, and thence over to the Maumee, and down the same to its mouth at Lake Erie, the boundary between the people of the United States and the Indians."

In the meantime General Wayne was making every preparation for war, and, with his men, was turning his face northward. When they reached the place where St. Clair was defeated a fort was erected, named Fort Recovery, and garrisoned.

On July 28, 1794, Wayne, with 2,000 regulars and 1,500 mounted volunteers, set out from Fort Greenville for the Maumee Valley. The Indians were quick to recognize and describe, in their figurative way, the two chief characteristics of Wayne, as a commander—they called him the "Black Snake" and the "Whirlwind"—he was as cunning as he was impetuous.

On August first the army pressed on over the backbone of Ohio and down the northern slope into the basin of the Maumee River, and encamped beside the little St. Mary's. On the afternoon of August 6, the army reached the banks of the Auglaize, where Fort Laramie was built.

On the 8th of August, after marching through five miles of cornfields, where were "vegetables of every kind in abundance," the tired Legion came in view of the Maumee, "of which they and the whole nation had heard so much." The spot where they encamped was the site of the present city of Defiance, and here, in the

eight days succeeding, Fort Defiance was erected.

On the 16th, it being reported that the Indian army was lying two miles above the British fort (Fort Miami), the grand advance began. Nineteen miles were made that day, and twelve the day following. On the 18th the army encamped 41 miles from Fort Defiance, and made a strong entrenchment, which was named Fort Deposit. Here the heavy baggage was stored that the troops might go into action unencumbered.

On the 20th, at seven in the morning, the Legion advanced in fighting order. The Indian army was stretched across the valley for two miles, in a well chosen position. A tornado had recently swept the forest and a mass of fallen trees offered a peculiarly advantageous spot for the Indians' favorite mode of fighting.

Such spots were very common in the old Black Forest of the West, and were generally known as "fallen timber" by the Indians and pioneers. In them cavalry was almost useless. Thus the mounted volunteers, the Indians believed, would be debarred from the fight.

At 11 o'clock the advance lines met. At the first burst of sudden flame from the concealed foe the American vanguard of volunteers were staggered; the guards on the right fell back through the regulars, who were thrown into confusion. It was fifteen minutes before order was restored, but when joined by the riflemen and legionary cavalry, a charge with trailed arms was ordered, and the savages were pricked out from their lairs with the point of the bayonets. A heavy firing on the left announced that the battle now was raging there, but this was only for a moment.

The Indians began to break and retreated towards the walls of Fort Miami, as if expecting protection from their English friends, but the gates of the fort had been shut, and the English within seemed to watch the outside proceedings with apparent indifference. The Indians then poured down the valley toward the present site of Toledo and Lake Erie.

In the action the American force was about 3,000 men, and the Indians were in point of number about the same. Most of the savages were naked and covered with

war paint. They were assisted by white men from Detroit.

General Wayne remained three days on the battlefield, destroying Indian villages and cornfields on the banks of the Maumee, but before leaving he paraded his force in front of the British fort, that they might see its strength. A correspondence of no very friendly character ensued with the commander of the fort, but that was all, and General Wayne proceeded to Fort Defiance. Thence he ascended the Maumee to the junction of the St. Mary's and St. Joseph—Harmer's battleground—and built a fort, which he permitted his oldest officer to name "Fort Wayne, in honor of the hero of Stony Point."

The battle of Fallen Timber was a decisive and important victory. The Indians never forgot the "Black Snake," and their power was broken. The conquest of the Maumee Valley awed the savages, and in the following year the cowed and shattered nations signed the Treaty of Greenville, "and since then the Indian race has never been a national menace."

In 1805, by a treaty with the Indians at Fort Industry, at the mouth of Swan Creek, in the heart of what is now Toledo, the United States acquired all that part of the Connecticut "Western Reserve" which lies west of the Cuyahoga River.

In June, 1796, the British surrendered Detroit to American troops, and also the forts on the Maumee. When war with England was a certainty, in 1812, it was deemed wise to reinforce the garrisons. General Hull, with about 2,000 men, was ordered there.

They organized in the vicinity of Urbana, Ohio, and their route from there was through the tangled wilderness to the "Grand Rapids of the Miami," and they had to cut their way for about one hundred miles through a dense, unbroken forest. It was expected that Hull should reach Detroit before war was actually declared, but from want of energy upon his part the declaration of war found him and his army at the foot of the rapids of the Maumee.

Here Hull committed a fatal mistake. He chartered a small schooner then lying in Maumee Bay, on board of which he put a large portion of the army baggage

and provisions, together with his own military chart and all his papers, instructions, plans of the campaign, etc., to be shipped to Detroit. This schooner, while on its way up the Detroit River, was seized by the British naval force lying at anchor opposite Fort Malden.

The loss of this vessel and its cargo was disastrous to the American army; while the possession of the plans of campaign, the baggage and military stores was a most important acquisition to the enemy.

From the mouth of the Maumee to Detroit the army marched through the mud and water of the wretched pioneer roads, in constant fears of attack from the hostile Indians and bombardment from the British.

A few weeks later Hull surrendered this army and the fort at Detroit to the English. "On an instant the hopes that had sustained the men on the long marches and perilous sallies faded away, and the pent-up feelings of a disappointed army gave way to impotent wrath. Officers in their rage snapped their swords in two across their knees, and strong men by the hundreds broke down and cried like children."

General Hull was tried for both treason and cowardice. He was convicted on the second charge and sentenced to be shot. But in consideration of his services in the Revolution, he was pardoned by the President.

The Maumee Valley was closely connected with General Winchester's defeat and the subsequent massacre on the River Raisin. The surrender of General Hull and his army had placed Northern Ohio again at the mercy of the British, but it was determined to wrest from them the advantages they had gained. An army was organized under the command of William Henry Harrison and sent to the head of Lake Erie.

Advancing as far as Upper Sandusky, he detached General Wilkinson in advance to the mouth of the Maumee. On January 21, 1813, Winchester sent forward a foraging party as far as Frenchtown (Monroe), on the River Raisin, and joined them the next day, having a force of about 800 men. He was attacked by the British 1,000 strong, and Indians, and six pieces of artillery, and compelled to surrender.

"The bloody scene which followed that

disastrous morning has given celebrity to the spot, far beyond the importance of the event." The massacre that followed the surrender is a foul blot on the military fame of Great Britain. Most of the wounded were collected in one or two houses near the battle-ground. These the savages set on fire, and as their victims attempted to escape from the windows they pushed them back into the flames. The bodies of those slain in battle were left where they fell, to feed the wolves of the neighboring forests.

The story of this brutal massacre excited the whole country, and we read that "the enthusiasm for the campaign was very great at this time, and volunteers came in from all parts of the State."

Of this movement that ended so disastrously, General Harrison, in his official report, said: "The detachment to the River Raisin was made without my knowledge or consent, and in direct opposition to my plans."

After the defeat of Winchester, General Harrison hurried forward his army and established himself at the foot of the rapids of the Maumee (Perrysburg), and proceeded to build the fort, which was named Meigs, in honor of the governor of the State.

This fort was nothing more than a line of pickets, with a ditch and high embankment of earth thrown up around the encampment, with round log blockhouses at the salient angles. This afterwards became a very important post, and contributed mainly to the defense of an extended line of frontier settlements. Small troops of mounted rangers, and scouts on foot, sent out from the fort, scoured the wilderness and kept in abeyance the bands of marauding savages.

In the latter part of April, 1813, General Proctor, at the head of a strong detachment (over 1,200) from the British army, with 2,000 to 3,000 Indians, under the great Tecumseh, laid siege to Fort Meigs. There were sorties and some severe fighting, but the British official report gives the result: "The enemy so completely entrenched and covered himself as to render unavailing every effort of our artillery." So the British boats carried the army back to Malden, on the Detroit River, May 9, 1813.

During this siege another massacre from the disobedience of orders occurred. At midnight on May 4, Harrison received intelligence that General Clay, with 1,200 Kentuckians, was just above the rapids and could reach him in two hours. Harrison determined on a grand sally, and directed Clay to land 800 men on the right bank, take possession of the British batteries, spike their cannon, immediately return to their boats, and cross over to Fort Meigs. The remainder of Clay's force were to land on the left bank, and fight their way to the fort, while sorties would be made from the garrison to aid these movements.

General Clay gave the command of the men who were to operate on the right bank to Colonel Dudley, who completely succeeded in driving the British from their batteries; but instead of immediately crossing to the fort, his men commenced a pursuit of the Indians, were ambuscaded and intercepted when they attempted to return to the river. They were compelled to surrender, and the Indians began the work of massacre. Of 800 men only 150 escaped; the rest were slain or made prisoners.

Harrison, watching the men running to their own destruction is said to have exclaimed in tones of anguish: "They are lost! they are lost! Can I never get men to obey my orders?"

The British returned again in July, at the earnest instance of Tecumseh, who had formed a plan for the destruction of the fort, during the absence of General Harrison.

The garrison did not fall into the trap Tecumseh had set for it. The English account says: "Either they (the Americans) had obtained information of the plot, or they suspected the nature and object of the ruse, and we had the mortification to find ourselves utterly foiled in the grand design of the expedition."

The British then passed on their way to Fort Stephenson, situated at Lower Sandusky, now Fremont, and under the command of Major Croghan. In the British report it is admitted that the force in the garrison was greatly inferior in numbers to their assailants. Croghan (pronounced Crawn, at that date) was then in his 21st year, and his gallant defense of the fort was highly praised; he was immediately made a lieutenant-colonel, and the ladies of Ohio presented him a handsome sword.

The British army once more returned to Malden.

On the tenth of September, in that same year, 1813, at sunrise, while at anchor in Put-in-Bay, Commodore Perry got under way with his fleet, to meet the British vessels that had been in control of all the lakes and rivers, from the St. Lawrence to the Maumee. This great battle, with its consummate victory, gave the United States the mastery of the water. The English historian of the battle says:

"With the loss of our fleet vanished every hope of maintaining our positions against the enemy, who, already assembled in the neighborhood of Forts Sandusky and Meigs, to the number of 10,000 men, only awaited the result of this action to decide on their future movements."

General Harrison was in close touch with Commodore Perry, both before and after the great naval battle. Soon after the victory General Harrison crossed to the Canadian shore, and in the course of a short but brilliant campaign drove the British from the northwestern frontier.

The victory of Commodore Perry having given the United States the command of the lakes, the British army having been routed, and the Indian confederacy broken up by the death of Tecumseh, nothing of special interest transpired during the remainder of the war. Colonel Cass was left with a brigade for the protection of the frontier, which he effectually accomplished, until the treaty of peace, concluded at Ghent, December 24, 1814, put an end to all further hostilities.

On September 29, 1817, one of the most important Indian treaties ever negotiated in the United States was concluded and signed at Fort Meigs, between Generals Cass and McArthur and the chiefs of the Wyandot, Seneca, Delaware, Shawnee, Pottawatomie, Ottawa and Chippewa tribes, by which was ceded to the United States nearly all the land which they claimed in Ohio, a part of Indiana, and a portion of Michigan Territory; being nearly four million acres of a country beautiful and valuable, fertile, well watered, and handsomely situated.

The Grand Army of the Republic



THE Forty-second National Encampment Grand Army of the Republic will be held at Toledo, Ohio, August 31 to September 15. Organized on April 6, 1866, the first encampment was held at Springfield, Illinois, on July 12, 1866, and its ranks in recent years have rapidly been depleted as its members answer the final roll call.

The Grand Army of the Republic, symbolizes, to use the words of many of its Past Commanders-in-Chief, "the highest type of true American patriotism, sublimated, idealized, crystallized. It has for its object the welfare of the nation and is organized to win victories of peace, greater than those on the battlefield, and its ultimate purpose to make fraternity a national anthem, charity a personal virtue and loyalty a national creed. It places paramount value on fidelity to country and insists upon equal rights and justice to all men. It has fostered and intensified reverence for the memory of the heroic dead of the nation, and endeavors to furnish a patriotic example to the youth of

our country and encourage them at all times in the future to be ready when country calls".

For forty-one consecutive years the annual reunion of these Union Veterans of 1861-65 has taken place in some one of our large cities. Tales of battle and adventure have been told and retold around the camp fires, and time has obliterated the stings of bitterness and partizanship.

The grand parade which was once the star feature of an encampment, will soon be only a memory, for the members are not as young as they used to be.

The City of Toledo will entertain the veterans for their forty-second reunion and calls attention to its patriotic history of which it may well be proud. For entertainment it offers unusual side trips by water. It is only sixty miles from Detroit; forty-five miles from Put-in-Bay; 110 miles from Cleveland, and round-trips can be made in a day at very low rates. It has excellent hotel accommodations and in addition will provide free quarters for members of the G. A. R. of limited means. Booths and information bureaus will be established throughout the city for the information of visitors.



Stub Ends of Thought

By ARTHUR G. LEWIS.



UNDIGESTED ideas from undeveloped minds are often responsible for unsound conditions.

UNEXPRESSED appreciation bears the same relation to effort as undemonstrated affection does to love.

THERE is an extenuated circumstance connected with every fault that we regret.

ONE kind of diplomacy consists of the ability to detect weak places in human character and take advantage of them.

RELIGION is too often only the fear of a result, while Christianity is the practice of an example.

How deep is the average smile of congratulation and good will?

THE God of nature teaches us to love our friends and those who love us, need we seek further for a more rational faith?

PESSIMISM is a moral and mental disorder that anticipates fear instead of hope, and hides in the darkness of its own shadow.

MANY a truth has died for want of faith and many a lie has lived without foundation for its life.

SELF possession is the one accomplishment that draws the line of reason between judgment and impulse.

ONLY God and ourselves know some things to be right, but is that not enough?

SUPERSTITION is a surface state of ignorance allowed to run unrestrained.

EVEN animals do not love or respect those who place unnecessary burdens upon them.

THE cold morbid temperament of doubt lowers and chills all the environments of hope.

REAL forgiveness consists of the willingness to bury a wrong in the grave of generosity and forgetfulness.

PHILOSOPHERS are those who can successfully help others to live in contentment with what they possess.

DUTY is the hardest lesson we ever learn, and a foundation of earnest manhood is the only basis upon which it will permanently stand.

FINANCIAL crisis are too frequently due to the fact that economical policies have been allowed to pass into the hands of incompetent control.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MAY 17, 1908.										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 508 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
Lv. WASHINGTON, NEW UNION STA.	7.00	9.00	8.00	11.00	1.00	3.00	6.00	8.00	12.00	2.52
Lv. BALTIMORE, CAMDEN STATION	7.55	9.50	8.52	11.50	1.55	3.48	6.00	9.00	1.00	3.46
Lv. BALTIMORE, MT. ROYAL STATION	8.00	9.54	8.57	11.54	1.59	3.52	6.05	9.05	1.10	3.51
Ar. PHILADELPHIA	10.15	11.50	12.11	2.02	4.05	5.50	8.19	11.46	3.35	5.00
Ar. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.20	6.22	8.32
Ar. NEW YORK, 230 STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	6.33	8.43
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MAY 17, 1908										
WESTWARD										
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY	
	PM	AM	AM	AM	AM	PM	PM	PM	PM	
Lv. NEW YORK, 230 STREET	11.50	-----	7.50	9.50	11.50	1.50	3.50	5.50	6.50	-----
Lv. NEW YORK, LIBERTY STREET	1.30	-----	8.00	10.00	12.00	2.00	4.00	6.00	7.00	-----
Lv. PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.15	5.12	8.31	9.21	-----
Lv. BALTIMORE, MT. ROYAL STATION	6.45	10.50	12.16	2.43	4.16	6.09	8.09	10.50	11.23	-----
Ar. BALTIMORE, CAMDEN STATION	6.50	10.55	12.20	2.47	4.20	6.13	8.13	10.55	11.27	-----
Ar. WASHINGTON, NEW UNION STA.	7.50	11.45	1.15	3.50	5.20	7.00	9.00	12.00	12.22	-----
	AM	AM	PM	PM	PM	PM	PM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE MAY 17, 1908.										
WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 8 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY	NOTE.	
Lv. NEW YORK, 230 STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	7.50 AM	11.50 PM	6.50 PM	-----		
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	8.00 AM	1.30 PM	7.00 PM	-----		
Lv. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.15 PM	9.21 PM	-----		
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.18 PM	8.09 PM	10.50 PM	12.16 PM	7.45 PM	11.23 PM	-----		
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.25 PM	8.00 PM	11.32 PM	-----		
Lv. WASHINGTON, NEW UNION STA	4.05 PM	5.30 PM	9.10 PM	12.40 AM	1.22 PM	9.10 AM	12.30 AM	-----		
Ar. DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----	-----		
Ar. PITTSBURG	-----	-----	6.45 AM	-----	9.42 PM	6.25 PM	8.50 PM	Lv. 5.25 PM		
Ar. CLEVELAND	-----	-----	12.00 NN	-----	-----	-----	-----	-----		
Ar. WHEELING (EASTERN TIME)	-----	5.35 AM	-----	-----	-----	9.00 PM	-----	Lv. 5.15 PM		
Ar. COLUMBUS (CENTRAL TIME)	-----	8.45 AM	-----	-----	-----	-----	-----	9.25 PM		
Ar. OHIOAGO	-----	5.15 PM	-----	-----	9.45 AM	-----	-----	7.30 AM		
Ar. CINCINNATI	8.05 AM	-----	-----	5.35 PM	-----	1.45 AM	-----	-----		
Ar. INDIANAPOLIS	11.45 AM	-----	-----	10.35 PM	-----	6.35 AM	-----	-----		
Ar. LOUISVILLE	11.50 AM	-----	-----	8.35 PM	-----	7.20 AM	-----	-----		
Ar. ST. LOUIS	5.50 PM	-----	-----	7.28 AM	-----	1.40 PM	-----	-----		
Ar. CHATTANOOGA	7.30 PM	-----	-----	6.40 AM	-----	-----	-----	-----		
Ar. MEMPHIS	11.25 PM	-----	-----	8.35 AM	-----	-----	-----	-----		
Ar. NEW ORLEANS	10.55 PM	-----	-----	8.15 PM	-----	-----	-----	-----		

Pullman Sleepers to all points.

† Except Sunday.

N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE MAY 17, 1908.										
EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY			
Lv. OHIOAGO	-----	-----	5.00 PM	10.40 AM	-----	-----	8.30 PM			
Lv. COLUMBUS	-----	-----	-----	7.00 PM	-----	-----	-----			
Lv. WHEELING (EASTERN TIME)	-----	5.00 PM	-----	12.25 AM	-----	-----	10.50 AM			
Lv. CLEVELAND	-----	-----	7.30 PM	-----	3.00 PM	-----	-----			
Lv. PITTSBURG	-----	-----	8.00 AM	-----	10.00 PM	-----	-----			
Lv. ST. LOUIS	* 9.00 AM	1.45 AM	-----	-----	-----	* 5.00 PM	1.15 PM			
Lv. LOUISVILLE	2.10 PM	8.10 AM	-----	-----	-----	8.28 PM	-----			
Lv. INDIANAPOLIS	3.00 PM	* 8.05 AM	-----	-----	-----	2.30 AM	-----			
Lv. CINCINNATI	* 6.35 PM	12.15 PM	-----	-----	-----	4.12 AM	-----			
Lv. NEW ORLEANS	-----	9.15 AM	-----	-----	-----	8.00 AM	-----			
Lv. MEMPHIS	-----	11.35 PM	-----	-----	-----	7.10 PM	-----			
Lv. CHATTANOOGA	4.45 AM	8.35 PM	-----	-----	-----	6.35 AM	-----			
Lv. DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----			
Ar. WASHINGTON, NEW UNION STA.	12.40 PM	6.30 AM	4.42 PM	12.30 PM	5.40 AM	2.37 AM	10.25 PM			
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM			
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.51 AM	1.10 AM			
Ar. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.35 AM			
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.22 AM			
Ar. NEW YORK, 230 STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	6.33 AM			

Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor and Observation Parlor Cars Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Parlor Car Richmond to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Parlor Car Pittsburg to New York. Dining Car, a la carte, Baltimore to Philadelphia

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Observation Parlor Car New York to Pittsburg. Dining Car, a la carte, New York to Philadelphia.

No. 501. Parlor Car New York to Washington and Richmond. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Buffet Observation Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Gratto and Bellstre. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Drawing Room Sleeping Car Richmond, Va., to Pittsburg. Dining Car Connelville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 55-15. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Gratton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Parlor Car Pittsburg to New York. Observation Parlor Car to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Pittsburg to Richmond, Va. Dining Car Pittsburg to Connelville and Philadelphia to New York. Dining Cars serve all meals.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling. Parlor Car Wheeling to Cumberland. Buffet Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONOLE, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Baltimore Streets - New B. & O. Building, G. D. CRAWFORD, City Ticket Agent; G. W. SQUIDRINS, City Passenger Agent; B. F. BOND, Special Agent; G. W. PAINT, Passenger Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, A. G. CROMWELL, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 360 Washington Street, J. B. SCOTT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent. E. F. BAEKEY, Ticket Agent.
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CANTON, OHIO, C. O. McDONALD, Ticket Agent.
CHESTER, PA., J. H. BURNHAM, Ticket Agent.
CHICAGO, 24 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. MCKEWIN, City Ticket Agent; W. A. PRESTON, Traveling Passenger Agent. General Passenger Office, No. 718 Merchants' Loan & Trust Building, E. H. SLAY, Passenger Agent. Grand Central Passenger Station, Corner Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
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Ar RICHMOND, Byrd St.....	7.50 am

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Leave NEW YORK, Liberty Street	- - - -	10.00 am
Leave PHILADELPHIA, 24th and Chestnut Street Station		12.30 n'n
Leave BALTIMORE, Mt. Royal Station	- - -	2.43 pm
Leave BALTIMORE, Camden Station	- - - -	3.00 pm
Arrive WASHINGTON, Union Station	- - - -	3.50 pm
Leave WASHINGTON, Union Station	- - - -	4.50 pm
Arrive RICHMOND, Byrd Street Station	- - -	9.00 pm

NORTHBOUND

Leave RICHMOND, Byrd Street Station	- - -	12.01 n'n
Arrive WASHINGTON, Union Station	- - - -	2.45 pm
Leave WASHINGTON, Union Station	- - - -	3.00 pm
Arrive BALTIMORE, Camden Station	- - - -	3.44 pm
Arrive BALTIMORE, Mt. Royal Station	- - -	3.52 pm
Arrive PHILADELPHIA, 24th and Chestnut Streets	- -	5.50 pm
Arrive NEW YORK, Liberty Street	- - - -	8.00 pm
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S C H E D U L E S

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Lv. Washington.....	3.00 pm
New Union Station	
Ar. Baltimore	3.44 pm
Camden Station.	
Lv. Baltimore.....	3.48 pm
Camden Station.	
Lv. Baltimore	3.52 pm
Mt. Royal Station.	
Ar. Wilmington	5.17 pm
Ar. Philadelphia	5.50 pm
24th and Chestnut.	
Ar. New York	8.00 pm
Liberty Street.	
Ar. New York	8.10 pm
23d Street.	

SOUTHBOUND.

Lv. New York	3.50 pm
23d Street.	
Lv. New York	4.00 pm
Liberty Street.	
Lv. Philadelphia.....	6.12 pm
24th and Chestnut.	
Lv. Wilmington	6.44 pm
Ar. Baltimore	8.09 pm
Mt. Royal Station.	
Ar. Baltimore	8.13 pm
Camden Station.	
Lv. Baltimore	8.16 pm
Camden Station.	
Ar. Washington.....	9.00 pm
New Union Station	



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the
BALTIMORE
AND OHIO
R.R.
AND CONNECTIONS

Baltimore & Ohio R.R.



EAST AND WEST



CALENDAR - 1908



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
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15	16	17	18	19	20	21	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
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..	22	23	24	25	26	27	28	29	30	31

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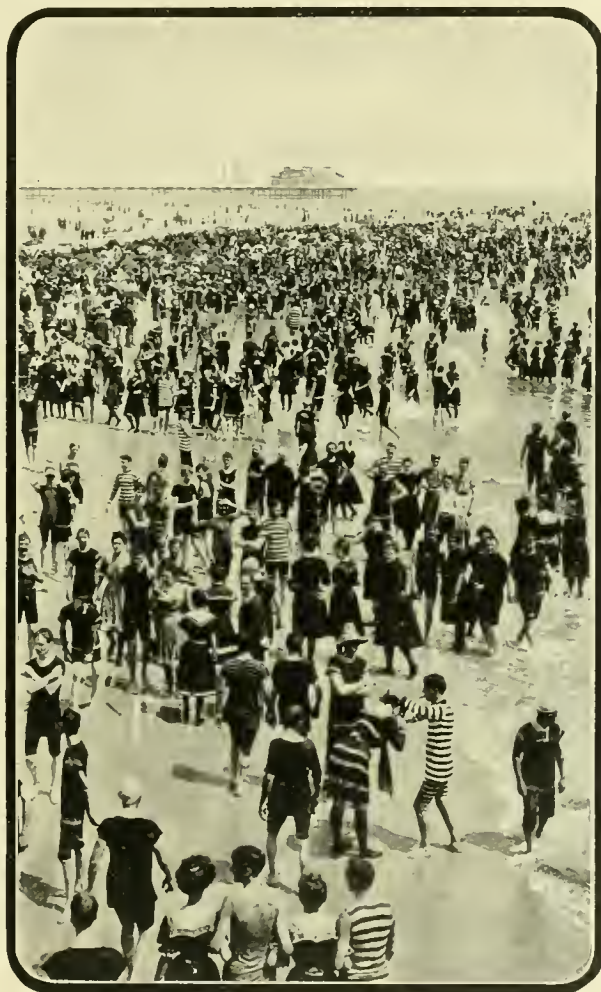
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BOOK OF THE ROYAL BLUE.

JULY, 1908.

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PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR.

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BALTIMORE, JULY, 1908.

No. 10.

A Panorama of Natural Beauty

Western Maryland from Braddock Heights

By T. C. Harbaugh, in Middletown (Md.) Register



It was Daniel Webster who said years ago, in the days of stage coaches, that in all his travels he had never seen a panorama of natural beauty like that which is unrolled to the eye from Braddock Heights. If it was grand then, how much grander it is to-day since history has added to its fame so much that it is enduring?

I have stood upon the rocky crest of Lookout Mountain, 2,000 feet above the silvery Tennessee, with three great battle-fields in view and gazed into seven States of our prosperous Union. But the view from Braddock to-day eclipses that from Point Lookout. You look in three directions, the wooded backbone of the mountain cutting off one side, while from Braddock the whole landscape is revealed.

The brush of the greatest of the world's artists cannot give an adequate idea of Braddock's scenery. From an historical point of view, there is nothing like it in the United States. In fact it fills more than one chapter of the nation's history and peoples, as it were, the present with the mighty men of the past.

It is a short glance that reveals the famous spring at the foot of the mountain, where more than a century and a half ago the red-coated braggart halted on his way to doom among the forests of the Alleghanies. One can almost see the scarlet coats where the old turnpike now runs, and single out the

young Virginian who afterwards became our first President. It was in Frederick that Washington and Franklin first met and cemented a friendship that lasted until death.

The whole scope of Western Maryland is a historical field and much of it is visible from the Catocin crest. To the observer looking west, the knob of South Mountain stands out in grand relief. On the wooded slopes of this monarch of the Blue Ridge, McClellan and Lee measured swords in the battle Autumn of 1862. The gorges were filled with dead and dying till the very ghosts of the old South were driven in terror to their caverns. Run the eye further on and the gap at Harpers's Ferry becomes visible, a spot made memorable by John Brown's fiasco and subsequent events during the Civil War. Between lies Crompton's Pass, where Blue met Gray in battle and near which is Gapland, the home of George Alfred Townsend, the greatest of correspondents. Then it is a short call to Turner's Gap, made memorable by the war, now occupied by the beautiful summer home of Mrs. Pierce, the daughter of the late Mrs. Admiral Dahlgren. A little farther north is Mt. Tabor, also connected with that sanguinary strife.

Down yonder, like a silvery serpent at large in the Valley, flows Catocin, murmuring its song as it sweeps along through dased fields, beneath a turquoise sky—Catocin, dear to the boyhood and girlhood of every Valley inhabitant. Yonder gleam the spires of Jefferson and Myersville, and the homes

of Broad Run. Over there are Walkersville, Woodsboro and Buckeystown, the latter famous as the home of the Buckingham Industrial School. And away off there within the sweep of the eye from Braddock is Pleasant Valley, swarming once with hosts in gray, and Burkittsville within the bloody scope of battle. You can read so much history from this famous point of view that you never tire, but drink in the entrancement with the zeal of the ancients, who never shunned the nectarine bowl.

Nor is this all. Almost at the foot of Braddock, nestling like a pearl in its valley bed lies Middletown, rich in historic happenings. More famous men have passed to fame through its streets than any other town can boast of, Washington, to undying glory on his way to the Mongahela, Hayes and McKinley to the presidency by the pathway of battle-crowned South Mountain. Over the old turnpike below you the rattling stage coach in the days of old carried Henry Clay to Washington and Black Hawk showed his war feathers in front of the Valley Hotel.

We turn once more and far against the horizon's rim, yet distinctly visible, is seen the depression where lies the field of Gettysburg, but nearer still is High Knob, the loftiest peak in the valley, and White Rock, around which cluster Indian legends of rare beauty and awesome weirdness. Turn once more a trifle and Frederick, with its shining spires, greets the eye. Over there the Monacacy, slipping past the hills where Lew Wallace saved the National Capital, is followed by the trees that mark its course. There is history wherever its silvery ripples flash in the sun.

One cannot look down upon Frederick

from Braddock Heights without recalling its past. From the day when her young men went forth to join the Maryland Line under the eye of Washington, to the present, she has occupied an unimportant part in history. While we gaze down upon her white spires, we recall Key, who gave us the "Star Spangled Banner," and who sleeps at Frederick, we see once more the armies that marched through her streets to South Mountain and Antietam, we almost see the honeysuckles that cluster over Barbara Frietchie's grave and hear the booming guns of Monacacy. Look around once more. You cannot count the spires outlined against the encircling mountains' hazy blue and away off yonder rise the Peaks of Otter, wreathed with the legends of early Virginia. All this from Braddock Heights.

One may ascend the peaks that tower above Yellow Stone Park, or stand above the awesomeness of Niagara and not see so much. It is Braddock, who, with pointing hand, reveals to one the book of nature rich in legend and history. There is no other place like it in all this land. Men climb to the summit of the Jung Frau to gaze upon ice and snow, a white blank that tells them nothing. The Alps and the Appenines present bare nature with no valliant deeds. Theirs is a panorama of vastness and that is all. But the view from Braddock recalls much of the glorious past of our country, its beauty, its stirring events, its great men and women and the landscape that encircles the view point. Look where you will, it is "as fair as the garden of the Lord," one grand inspiring paradise that makes man better and doubly proud that he is an American.



Lo, The Summer Girl

By WILLIAM J. LAMPTON, in the New York Sun

Lo, there she stands
Upon the mystic, misty line
That lies half-way
Between the frost and flowers;
Her pink cheeks redden in the sun,
And with a greeting, smile and nod,
She comes to earth upon a blue-bird's wing
And tip-toes into June
On rosebuds blushing sweet
Beneath her dainty tread.
Gowned in a garniture of filmy white,
Or fluffy pinks, or blues,
And every varying tint and shade
Of blossom-time,
She skims above the green earth's breast,
Just high enough to reach men's hearts.
She makes the world her own,
And man her slave,
And as a queen she reigns
Upon her hammock throne,
Or sits in state upon a hotel porch
Surrounded by her court;
The ribbons of her picture hat
Are rainbow tinted fetters
Binding close the glad-unhappy subjects
Of her sway;
Her tinsel parasol
Is sceptered in her hands,
And from its shade she rules
A retinue of swains;
Down by the sea
She walks the silver strand,
Where emerald waves break into foamy white
And lay their broken bodies at her feet,
She murmurs nothings to a hundred ears,
And gives her smiles to honeyed tongues
That tell of manly hearts in thrall to her;
The lazy, lambent moon
Lies crescent in the sky
For her to hang her witcheries on,
And all the little stars,
With twinkling eyes that sparkle in the blue,
Laugh silently to see
This sorceress of the summer-time
Work moonshine into mystic spells;
The sunshine drops its dazzle in her hair,
Her eyes, her smile;

The flowers fold their fragrance round her
As she moves;
The roses lay their leaves upon her cheeks,
The lilies on her hands,
And everything in sight is hers.
She leaves the land
To meet the cool caresses of the sea,
And Neptune sets a short-robed Queen
Upon his billowy throne;
The saucy waves come up to kiss her cheeks
And slip away, as laughingly
She dares them do their worst:
Sunbrowned she stands upon the shore
And, gazing outward o'er the blue,
She longs for other worlds
To claim as hers.
Up from the sea
To where the mountains touch the sky
And bathe their dark green brows
In silver clouds,
She takes her way,
All conquering as she comes.
The waving trees
Bend down their sheltering boughs
To touch her passing underneath;
The gray crags soften
When she rests on them;
The murmurous hum of forest life
Grows still to hear her speak,
And what she says to any him
Who worships her
In those primeval shrines
Is hidden in the hearts of flowers
Where bees may come to gather it
And lock it in their waxen cells.
She rules the mountains
As she rules the shore,
Elusive Empress of the land and sea;
A flirting phantom,
Frisolous and fair;
A dream of fluffy pink and white
That ne'er comes true;
A bright intangibility;
A poem writ in petticoats;
A fantasy of music, moonlight, love and flowers,
A Summer Girl.



Photo by Luckey.

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HON. WILLIAM H. TAFT, PRESIDENTIAL NOMINEE OF THE REPUBLICAN PARTY, LEAVING WASHINGTON FOR CINCINNATI OVER THE BALTIMORE & OHIO R. R. THE DAY AFTER HIS NOMINATION.

William Howard Taft

The Republican Nominee for the Presidency of the United States



ON June 18th at the National Convention of the Republican party of the United States at Chicago, Mr. William Howard Taft of Ohio, was selected as the nominee of that party for the high office of President of the United States, by a large majority of votes on the first ballot, and his nomination was consequently made unanimous.

Mr. Taft was born in a suburb of Cincinnati on September 15th, 1857, and inherited his executive ability from his father Alphonso Taft, who was Attorney General in Grant's Cabinet. After a rudimentary education in the public schools of Cincinnati, he completed college life at Yale, from which he graduated in 1878. Going back to Cincinnati he took up the study of law and graduated from the Law School of Cincinnati in 1880, spending the following year as law reporter on the Cincinnati *Commercial*.

Barely twenty-four years old, he was made Assistant Prosecutor of Hamilton County, Ohio, in 1881, and later served as Assistant County Solicitor, and in the following year was appointed Collector of Internal Revenue of the First District of Ohio, serving until 1887, when he was appointed Judge of the Superior Court of Ohio, which office he held until 1890.

The ability of Mr. Taft was marked, and when President Harrison appointed him Solicitor General of the United States in 1890, when he was but thirty-three years old, brought him strongly into the lime light as a government official. This office he had held but two years when he was appointed United States Judge of the Sixth Circuit, remaining on the bench for the next eight years.

In 1900 President McKinley appointed

Mr. Taft President of the United States Philippine Commission and Civil Governor of the Philippines, and it was during the next three years that the name of Taft became familiar to every citizen of the country who was interested in the great problem of what was to be done with the Philippine Islanders.



In 1903 Mr. Taft was brought into President Roosevelt's port folio as Secretary of War, which office he resigned on June 30th, 1908, to await as a private citizen, the voice of the people in the November election.

* * * *

The photograph of Mr. Taft, accompanying this short biography, was made by the Passenger Department of the Baltimore & Ohio Railroad when Mr. Taft left Washington for Cincinnati, his home, the day following his nomination. It was taken in the new Union Station, Washington, just as the "Washington-Cincinnati-St. Louis Express" was about to leave.

As the photograph was unusually clear, the Passenger Department prepared a pleasant reminder in the form of a mammoth postal card and sent it through the mails to reach Mr. Taft on his return to Washington. Some little difficulty was experienced in having the Washington Post Office accept it under the laws governing mail matter, but the Attorney General's Office passed an immediate ruling for this special case and it passed through with forty-six cents postage, including the special delivery. It is the largest postal card ever forwarded through the regular channels of the United States mail. An idea of its size may be obtained from the photograph taken by the Washington *Star* on the veranda of the War Department, reproduced on the following page.



 **POST CARD** 

THIS SPACE MAY BE USED FOR MESSAGE

Washington, June 14th '08

Dear Mr. Taft

Congratulations on having
made a good start.

Sincerely,
Wm. H. Taft

P.S. The note you have the second note
kind, you.

THE ADDRESS ONLY HERE

Hon Wm H. Taft -

Secretary of War

Washington, D.C.

By permission of Washington "Star."

THE MAMMOTH POSTAL CARD RECEIVED BY MR. TAFT.

William Jennings Bryan

The Democratic Nominee for the Presidency of the United States



WILLIAM JENNINGS BRYAN, of Nebraska, was selected as the standard bearer of the Democratic National Party at Denver, Colo., in the early morning of July 10th

by a large majority on the first ballot and his nomination was made unanimous.

Mr. Bryan was born in Salem, Marion County, Illinois, on March 19, 1860. He attended the public schools of Salem until he was fifteen years old and then entered Whipple Academy at Jacksonville, Illinois. In 1877 he entered Illinois College at the same place and graduated valedictorian in 1881. For the next two years he attended Union Law College, Chicago, studying in the office of Lyman Trumbull. After graduation he entered the practice of law at Jacksonville and in 1887 removed to Lincoln, Nebraska, becoming a member of the law firm of Talbot and Bryan.

Mr. Bryan's public career began when he was nominated for Congress on July 30,

1890, and his reputation as an orator was established at that time. He was re-elected in 1892, at which time he made a speech before the House of Representatives which brought him national attention. In 1894 Mr. Bryan declined a third nomination to Congress.

On July 10, 1896, he was nominated for

the presidency by the Democratic National Convention in Chicago. Mr. Bryan made a remarkable campaign in the summer and autumn of 1896, wherein he traveled 18,831 miles all over the country and delivered 592 speeches in 447 towns and cities, covering 27 states. At this election Mr. Bryan was defeated by Mr. McKinley.

In 1900 he was re-nominated for president, but was again defeated at the polls by Mr. McKinley.

In 1905 he made a tour around the world and as a prominent citizen of the United States was received with

much honor in every country he visited. The enthusiastic reception tendered him on his return to New York in 1906 is of such recent occurrence as to be distinctly recalled.



By permission of Baltimore "American."

WILLIAM JENNINGS BRYAN

Presidential Nominee of the Democratic Party. Photograph taken at Baltimore during the Methodist Conference in May, 1906.

The Humorist Side of a Political Campaign



RESIDENTIAL Campaigns every four years may have their drawbacks, but they often have the effect of making the public sit up and take notice and shake a little of the dust of innocuous desuetude from their patriotic selves.

The bitterness of political differences is often eliminated by the sense of humor. The American is quick to see the humorous side of a puzzling situation. The daily press and illustrated weeklies have helped wonderfully in this line to strengthen their points of view by a single clever illustration. The cartoonist who can eliminate the sting

THE TWO EVILS

No. 1



BALAAM BRYAN

"What have I done unto thee that thou hast smitten me these three times."
Numbers XXII, 28 — *From Baltimore Sun, July 3, 1908.*

of bitterness from his ringing sarcasm is "M. A." of his profession.

The accompanying sketches were presented in the "Baltimore Sun" on July 3 and 4 by Mr. McKee Barclay of the paper's staff, and portray two situations with unusual

cleverness. Mr. Barclay, in both design and execution, has set the pace for his profession throughout the country and the forthcoming campaign may be productive of much mirth in the friendly American fight for political control.

THE TWO EVILS

No. 2



THE STOLEN BLESSING.

"The hands are the hands of Roosevelt, but the voice is the voice of Aldrich.—
From Baltimore Sun, July 4, 1908.

Uncle Sam (Isaac). The Republican Party (Rebecca). Aldrich System
(Jacob). Roosevelt Policies (Esau).

The Burial of General Braddock

July 14, 1755

By CHARLES L. SHIPLEY

It was night in the forest and night in the camp;
And the last rays had vanished of God's day giving lamp.

The torchlight's bright flashes on ranks that were rifled,
And the hot July air, how it choked and it stifled!
We had marched thro the forest many long weary miles
And the notes of the bugle still rang thro its aisles.
We had challenged the redman in his own native lair,
Felt his rifle's hot breath as it reddened the air.
His war whoop's fierce warning rent the great forest wide,
And revengeful, his bullet pierced our brave chieftain's side.

Our army was driven far, far from the field
And our wounded commander to his fate had to yield.
We watched over him tenderly thro long hours of pain,
Hoped for the best; but our hopes were in vain.
And bending over his cot his last message to hear
To give comfort to hearts which he held most dear:
"We shall know better the next time, who would have thought it"
Came advice from the lips that dearly had bought it.

His shroud was the ensign the soldier loved best,
Crossed with his sword on his silent breast.
And far from the haunts of civilized men
Our chieftain's mausoleum a panther's den.
Then he whose advice our general scorned,
Read the funeral rites for him whom we mourned.
The solemn words rose on the midnight still,
And we prayed for the dead with a fervid will.
The soldiers in companies said a last "Amen"
And the bugles echoed the dirge thro the glen.

The moon-beams played over the mountains wide
As we left him alone by the wild road-side.*

*NOTE.—The place of General Braddock's interment can still be seen a few yards north of the old National Road, between the fifty-third and fifty-fourth milestone from Cumberland, Md., and about a mile west of the site of Fort Necessity at the Great Meadows.

Fort Necessity is on the Old National Road three miles from Ohio Pyle, Pa., on the main line of the Baltimore & Ohio Railroad. The city of Braddock, Pa., ten miles from Pittsburg, was named after Braddock.

A large oak tree for many years stood over the grave of the General, like a lonely sentinel, guarding the dead that lay beneath its spreading branches. It was known far and wide as the "Braddock Oak".

Among the private soldiers under Braddock was William Browning, grandfather of Meshach Browning, the celebrated Maryland hunter of what is now Garrett County, and whose descendants are still living in that part of the state. The Brownings at one time owned a great portion of "The Glades" where the resorts of Deer Park, Mountain Lake Park and Oakland are located.

There is a tradition that on the day of defeat (July 9th, 1755) a large lion in the Royal Zoological Gardens, London, who had been resting quietly all day in his cage, rose suddenly, his mane bristling with suppressed rage, and turning his head towards the western world, stood for a few seconds as if listening to some distant sound, and then gave vent to a number of terrific roars, after which he settled down as quiet as before.

A number of army officers were standing near and one of them remarked to the others that he believed it was an omen of Braddock's defeat or death, if not both.

The sequel showed that the omen was correct.

It has always been a matter of comment that the British Government never claimed the remains of Braddock for removal to England for re-interment, although he was at that period one of the most distinguished officers in the service, and of high rank, a major general.

Asbury Park



ON the north Jersey Coast, fifty miles south of New York City, lies Asbury Park, one of the social centers of a chain of twenty notable resorts extending from Sandy Hook to Point Pleasant. While it has all the best attractions of the other American seaside resorts, it has in addition a delightful combination of country and seashore, with three picturesque fresh water lakes, affording all the pleasures of inland boating and canoeing. Its great stretch of unobstructed ocean front is bordered by a wide boardwalk or promenade extending along the beach and connecting it with its more sedate sister resort, Ocean Grove.

Asbury Park boasts of seven bathing beaches of soft clean sand, making sea bathing an especially delightful feature. Children can find a summer paradise here in its

beautiful sandy beaches, numerous free pavilions and recreation piers which form a popular feature.

Every year, in August, special days are devoted to the children; the baby parade has become a feature, and this year a children's concert and a fairyland festival on separate days have been arranged, not only for their entertainment, but for the delight of children of an older growth.

With its front stretching along the ocean, the city has water upon three sides of it. To the north is Deal Lake, which is separated by a sand-bar from the ocean and extends back into the country. On the south is Wesley Lake, separating Asbury Park from Ocean Grove. Sunset Lake, extending three or four blocks with probably the width of one block, lies between Fifth and Sunset Avenues in the northern part of the city. These beautiful little bodies of water afford safe and delightful canoeing, an



ONE OF THE SEVEN BATHING BEACHES AT ASBURY PARK.



GRAND AVENUE, ONE OF THE PRINCIPAL BOULEVARDS IN ASBURY PARK'S COTTAGE AND HOTEL.

unusual feature for an ocean resort. Splendid boulevards encircle the lakes and with the splendid city streets, afford untold delights to the driver and automobilist. Hundreds of miles of splendid roads reach out in all directions; along the shores, along the sea and lakes, and into the charming wooded country in the back ground.

Within easy access of Asbury Park is the historical battle-ground of Monmouth, the scene of Molly Pitcher's valor. The famous "Rumson Road," the most beautiful drive in the world, is also near at hand.



THE ASBURY PARK SURF AT ASBURY PARK IS A NEW



ASBURY PARK'S BEACH CASINO, GIVEN OVER TO HIGH-CLASS THEATRICALS.

The two main centers of attraction on the board-walk are the Casino and Arcade, which are directly on the water front; band concerts are given daily. Theatrical performances with high-class attractions are a feature of the summer.



Thousands take advantage of Asbury Park in the months of June, July and August, and August is made unusually gay with a stated program, ending in a grand carnival. The last week of August is given over to a period of revelry and spectacular celebrations, which rank with the carnivals of the world.



ASBURY PARK'S ARCADE, WHERE PRYOR'S BAND PLAYS DAILY.



TH ITS ROLLING, CRESTED WAVES,
ATTRACTION.

The program for this year embraces famous orchestras, organ recitals, oratorios, concerts, children's concerts, fairyland festivals, carnival on the lakes, Coronation of Queen Titania, the Queen's court ball, the baby parade and masque fete.

As has been said before, Asbury Park presents a most unusual variety of attractions which distinguishes it from its many sister resorts along the Atlantic Coast.



CANOEING AT ASBURY PARK WITHIN SOUND OF THE SEA—ONE OF THE FOUR
BRANCHES OF BEAUTIFUL DEAL LAKE.



The Railroad Situation as Viewed by an Ohio Statesman in 1836

From the SOUTHWESTERN'S BOOK.

WASHINGTON, D. C., Feb. 6, 1836.

Dear Cush: — The Committee on Roads and Canals has come to a decision in favor of a change of the road from Springfield to Richmond, according to the prayers of the petitioners. The report will come in in a few days. I understand Vinton will make the report. Gen'l C. F. Mercer, the chairman, was opposed to the change. This is a sorry business. It will give me a great deal of trouble. I availed myself of the permission of the committee to lay before it a written argument against the change. I shall give the friends of this measure considerable trouble before they are done with it. But no one can predict the result. A report in favor of the change is very much against us of course. The same committee has under consideration, the project of substituting a railway for the present road from Columbus to the Mississippi. Gen'l Mercer and Vinton, of the committee, and how many more I know not, are in favor of it. I understand the same subject is before a committee of our Legislature. There is great danger, in my opinion, that the road will be over-laid by one scheme after another. I am opposed to all these experiments, and as a railroad in lieu of the present McAdamized road I have no idea that it will answer the purpose at all. No one can travel on horse back or in a carriage of any description on a railroad, no matter how wide it may be, nor how finished. The steam engines and cars would scare any animal and drive it out of sight. Could you drive live stock on such a road? No; not within a half mile of it. The few that might escape being slaughtered by the engine in its passage through the drove would be frightened and driven into the woods, where they would not be heard from again that season. A new road would have to be opened immediately, to accommodate the people on the line. They could not get to market nor go anywhere

else in the direction of the road. Besides, how is it to be kept up? Who is to superintend it? How long must people wait at the point where the cars start, after they arrive there and are ready to pursue their journey? Would not the whole affair soon become a monopoly in the hands of a few enterprising capitalists? Is not the whole scheme wild and visionary? The United States will not make this road if the States refuse to take it after it is finished. The State of Ohio cannot therefore proceed too cautiously in this business—this untried experiment. In connection with this project, it is said, there is great danger that the States will suffer the present road to get out of repair, and by neglecting it a short time, it will soon fall into decay, so that the resources of the State will be inadequate to put it again into complete repair. It is said by those who have recently traveled on the road from Zanesville to Wheeling, that the road between those points is greatly injured, and now needs very considerable repairs. I hope the Legislature will not permit this. Will you not amend the law so as to increase the tolls. There are too many exemptions, that road should not be suffered to dilapidate. It would be wanton negligence in the Legislature. The Superintendent is a poor devil, I am told. We want a board of public works, with a man just as vigorous and unpopular as Kelly at the head of it. It is a very great while since I had the comfort of a line from you. We have no news here. Since great Britain has undertaken to settle the difficulty between Gen'l Jackson and his cousin, the King of the French, we shall be cheated out of war and the majority in the Ohio Legislature will have nothing to do but attend to domestic affairs. Still we shall be urged to make large appropriations for national defence, and the next fall elections.

Yours with esteem,

S. Mason.

Have the American people changed their opinions in the last three quarters of a century? The following letter written seventy-two years ago by an Ohio politician in Washington, would indicate that about the same questions agitated the public then as now. There is the same antagonism against the railroads, the same fear of monopolies, the same criticism of those in office, and appropriations were evidently levied for campaign purposes, same as now, and the foundations were then being laid for the present state and interstate "Acts to Regulate Commerce." — *Ed.*



The Song of the Locomotive

BERTRAND SHADWELL in Cork "Examiner" (Ireland)

Ho! Ho!
Whistle and blow;
Cinders and smoke from my funnel I
 throw.
Ding, Dong,
Swinging along,
Leaping and rocking and roaring a song.

Shriek, hoarse,
Mad with my force;
Drunken with speed as I rush on my
 course.
Deaf, blind,
Swifter than wind,
Shaking the earth as I fling it behind.

Stand! Stare!
Filly and mare,
Nostrils dilated and snuffing the air.
Plunge, bolt!
Clipper and colt;
Here is a steed that shall mock your revolt.

Wide, high!
Cleaving the sky.
Drumming the bridge into thunder, I fly.
Clang! Crash!
Onward I dash;
How the wrought girders ring, hammer
 and clash.

Strong, slow,
Upward I go,
Ramping the rocks to the death-smitten
 snow.
Strain, fight,
Grip the rails tight;
Now the grim giant shall show you his
 might.

Chill, steep,
Panting I creep,
Skirting the precipice, daring the deep.
Hold, steel!
Slowly, I wheel;
Look ye not down lest your senses may
 reel.

Shriek, hark!
Shrill through the dark,
Black in the tunnel with never a spark.
Speed, fear!
Nothingness drear.
Oh, but the end might come suddenly
 here!

Keen! Bright!
Swift to the light;
Day flashes radiant, mocking the night.
High, steep,
Plunging, I leap,
Down to the valleys, exultant, I sweep.

Ho! Ho!
Whistle and blow,
Pulling the lever and letting her go.
Swing, heel,
Inward I keel,
Flying the curves as I bend and I wheel.

Blaze, burn,
Smoking, I turn;
Roaring in triumph, the mountain I
 spurn.
Shriek! Scream!
Downward in steam,
Earthquake and thunder and—gone like
 a dream.

Summer Chautauqua Lessons

By STRICKLAND W. GILLILAN

A LANGUAGE LESSON.



HIS English language of ours is a never-ceasing object of wonder and curiosity to the one who noses about among its words and attempts to find some dependable rules for

the formation of its variants. For instance:

A duckling is a little duck, but truckling does not mean a little truck; chuckling isn't a little chuck, suckling isn't a little suck, buckling isn't a little buck and knuckling isn't a little knuck. A birdling is a little bird, yet hurdling isn't in any wise referent to a little herd, curdling a little curd or girdling a little gird.

Again, a girdle is that with which we gird, though a curdle is not that with which we curd, that with which we herd is not a burdle and that with which we have stirred something is by no means a stirdle.

Stubble is a term meaning an expanse covered with little stubs, but is a bubble an expanse covered with little bubs? Is trouble a whole field of little trubs? Is double a collection of little dubs or rubble a bunch of little rubs?

While crackling means to make a crackling noise, tackle does not mean to make a tacking noise, shackle to make a shacking noise, hackle to make a hacking noise, while the noise of packing would never be known as packling.

A little cot is a cottage, but a little pot isn't a pottage, a little shot a shottage, a little slot a slottage, a little spot a spottage, a little hot a hottage, a little lot a lottage, a little trot a trottage, a dwarfed drunkard a sottage, a little blot a blottage, a little Scot a Scottage, a little jot a jottage, a little tot a tottage or this little bit of rot, rottage.

A little swan is a cygnet, but a little lawn is not a lygnet, a little spawn a spygnet, a little brawn a brygnet, a little fawn a fygnet, and if your bank account is a little overdrawn it isn't a drygnet.

The young goose is a gosling, yet the young moose was never called a mosling, and the system of government that is a little loose is not a losling.

See?

Class is dismissed.

HABITUAL MISSPELLINGS.

Many people spell "exorbitant" with an "h," "exonerate" with an "honor," and spell the verb "lose" with a double o.

Almost everybody accents "dec-orous" on a second syllable (instead of the first), which is made "co" instead of "o."

Half the women say "ex-squiz-it" with the accent on the "squiz," and it is a rare thing to find anyone who pronounces "ob-li-ga-tory" with the sole accent on the first syllable as the book tells us to. As a rule they make it "ob-lig-atory," accenting the second.

It is exceedingly common to hear people, especially country people, say "I'd rather have this as that"—substituting "as" for "than."

The Pennsylvania Dutch and some other people not so clearly classified, say "You must be sure and be back till noon," instead of "be back by noon."

When a rural or illiterate veterinary tells you a horse has "limpin' jesus" he means "lymphangitis," and nothing any more profane.

Nine people out of ten in casual speech say "I wouldn't be surprised if you didn't," when they really mean to express their belief that you will accomplish a certain thing—expressing a meaning opposite to that intended.

Some Pennsylvania Dutch and some foreigners trying to master our language say "whenever" for "when," making some ridiculous combinations, such as: "There's a photograph my brother John had taken whenever he went to town with a load of hay."

A large proportion of persons get all balled up in their use of "sit" and "sat," as a rule saying "He sit near me."

Many persons—even some school teachers, say, "The floorwalker showed Mary and I where the goods were."

And how many people say "None was left," instead of "None were left," which last form is incorrect.



Stub Ends of Thought

By ARTHUR G. LEWIS.



INITIATIVE action is well thought out energy ballasted by brains.

No regulation should be so iron-clad, but that it will bend under the pressure of good judgment.

RESPONSIBILITY is the only real condition in business life that proves capacity.

To cast suspicion without the proper foundation of proof is indicative of the lowest form of dishonesty.

THE easiest way is not always the best way, and our efforts in the wrong direction do not accomplish much.

WE cannot undo yesterday, but its experience should, and will help us to do to-day.

FAITH is the relaxation of doubt, and contentment the recreation of unrest.

THE best reward of effort is a knowledge and capacity for another attempt.

It is far better to sit still and think than to actively rush in the wrong direction.

THE generous fire of sympathy for those wounded will strike only on the surface of our own scars.

HONESTY of expression means only those things that we know to be true.

THE stock market of commodities not in our possession is always on the verge of a panic.

OUR infirmities sometimes lead us into paths of virtue that we never knew before.

DECEPTION is the sneak-thief of open dishonesty.

LET us plead guilty; throw ourselves on the mercy of the court and await the verdict.

MISFORTUNE may be productive of sympathy but it is seldom creative of love.

Courage

By ARTHUR G. LEWIS

Though our only friend be memory,
And our only faith be fear,
Though we see the darkness gathering,
And the daylight disappear.
Let us drink the cup of nectar,
That a kindly fate has sent,
While we walk the path of duty
In the garden of content.

Let us stand not in the shadow,
Because the sun must set,
Nor linger in the narrow
Thorn-strewn highway of regret.
The red rose of to-morrow
Is but a bud to-day,
And the darkening clouds of sorrow,
Are but here to drift away.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MAY 17, 1908.		No. 504		No. 528		No. 528		No. 502		No. 524		No. 508		No. 516		No. 514		No. 512	
EASTWARD		DAILY	EXCEPT SUNDAY 5 HOUR	SUNDAY	EXCEPT SUNDAY	SUNDAY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	"ROYAL LIMITED" DAILY 5 HOUR	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
		AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
LV. WASHINGTON, NEW UNION STA	7.00	9.00	9.00	11.00	1.00	3.00	6.00	8.00	12.00	2.52	-----	-----	-----	-----	-----	-----	-----	-----	-----
LV. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	1.00	3.48	-----	-----	-----	-----	-----	-----	-----	-----	-----
LV. PHILADELPHIA, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	1.10	3.51	-----	-----	-----	-----	-----	-----	-----	-----	-----
AR. PHILADELPHIA	10.15	11.50	12.11	2.02	4.05	6.50	8.19	11.46	3.36	6.00	-----	-----	-----	-----	-----	-----	-----	-----	-----
AR. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.20	6.22	8.32	-----	-----	-----	-----	-----	-----	-----	-----	-----
AR. NEW YORK, 23D STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	6.33	6.33	8.43	-----	-----	-----	-----	-----	-----	-----	-----	-----
		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MAY 17, 1908		No. 555		No. 517		No. 505		No. 501		No. 507		No. 527		No. 509		No. 503		No. 511	
WESTWARD		DAILY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	DAILY	EXCEPT SUNDAY	DAILY 5 HOUR	EXCEPT SUNDAY	"ROYAL LIMITED" DAILY 5 HOUR	DAILY	DAILY	DAILY	DAILY	DAILY
		PM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
LV. NEW YORK, 23D STREET	11.50	-----	7.50	9.50	11.50	1.50	3.50	6.00	8.00	10.00	12.00	2.00	4.00	6.00	8.00	10.00	12.00	2.00	4.00
LV. NEW YORK, LIBERTY STREET	1.30	-----	8.00	10.00	12.00	2.00	4.00	6.00	8.00	10.00	12.00	2.00	4.00	6.00	8.00	10.00	12.00	2.00	4.00
LV. PHILADELPHIA	4.15	8.15	10.17	12.30	2.17	4.16	6.12	8.31	10.17	12.16	2.16	4.16	6.12	8.31	10.17	12.16	2.16	4.16	6.12
AR. BALTIMORE, MT. ROYAL STATION	6.45	10.50	12.16	2.43	4.16	6.09	8.09	10.50	12.26	2.26	4.26	6.13	8.13	10.55	11.27	-----	-----	-----	-----
AR. BALTIMORE, CAMDEN STATION	6.50	10.55	12.20	2.47	4.20	6.13	8.13	10.55	11.27	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
AR. WASHINGTON, NEW UNION STA	7.50	11.45	1.15	3.50	6.20	7.00	9.00	12.00	12.22	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
		AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE MAY 17, 1908.		No. 1		No. 7		No. 8		No. 8		No. 5		No. 55		No. 11		No. 15	
WESTWARD		LIMITED DAILY	EXPRESS DAILY	EXPRESS DAILY	EXPRESS DAILY	EXPRESS DAILY	EXPRESS DAILY	EXPRESS DAILY	EXPRESS DAILY	LIMITED DAILY	EXPRESS DAILY	EXPRESS DAILY	EXPRESS DAILY	PITTSBURG LIMITED	EXPRESS DAILY	EXPRESS DAILY	EXPRESS DAILY
LV. NEW YORK, 23D STREET	9.50 AM	11.50 AM	N 3.50 PM	6.50 PM	7.50 AM	11.50 PM	6.50 PM	7.50 AM	11.50 PM	6.50 PM	7.50 AM	11.50 PM	6.50 PM	7.50 AM	11.50 PM	6.50 PM	7.50 AM
LV. NEW YORK, LIBERTY STREET	10.00 AM	12.00 AM	N 4.00 PM	6.00 PM	8.00 AM	12.00 PM	6.00 PM	8.00 AM	12.00 PM	6.00 PM	8.00 AM	12.00 PM	6.00 PM	8.00 AM	12.00 PM	6.00 PM	8.00 AM
LV. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	12.16 PM	2.16 PM	4.16 AM	6.12 PM	8.31 PM	10.17 AM	12.16 PM	2.16 PM	4.16 AM	6.12 PM	8.31 PM	10.17 AM
LV. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.16 PM	8.09 PM	10.60 PM	12.16 PM	2.16 PM	4.16 AM	6.12 PM	8.31 PM	10.17 AM	12.16 PM	2.16 PM	4.16 AM	6.12 PM	8.31 PM	10.17 AM	12.16 PM
LV. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.26 PM	2.26 PM	4.26 AM	6.13 PM	8.13 PM	10.55 PM	11.27 PM	-----	-----	-----	-----	-----	-----
LV. WASHINGTON, NEW UNION STA	4.06 PM	5.30 PM	9.10 PM	12.40 AM	1.22 PM	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
AR. DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
AR. PITTSBURG	-----	-----	6.45 AM	-----	9.42 PM	6.25 PM	8.50 AM	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
AR. CLEVELAND	-----	-----	12.00 AM	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
AR. WHEELING (EASTERN TIME)	-----	5.35 AM	-----	-----	-----	9.00 PM	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
AR. COLUMBUS (CENTRAL TIME)	-----	8.45 AM	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
AR. OHIO	-----	6.15 PM	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
AR. CINCINNATI	8.05 AM	-----	-----	6.35 PM	9.45 AM	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
AR. INDIANAPOLIS	11.45 AM	-----	-----	10.35 PM	-----	1.45 AM	6.35 PM	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
AR. LOUISVILLE	11.50 AM	-----	-----	9.35 PM	-----	7.20 AM	6.35 PM	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
AR. ST. LOUIS	6.50 PM	-----	-----	7.28 AM	-----	1.40 PM	6.35 PM	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
AR. OHATTANOOGA	7.30 PM	-----	-----	6.40 AM	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
AR. MEMPHIS	11.25 PM	-----	-----	8.35 AM	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
AR. NEW ORLEANS	10.55 AM	-----	-----	8.15 PM	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

Pullman Sleepers to all points. + Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE MAY 17, 1908.		No. 2		No. 4		No. 6		No. 8		No. 10		No. 12		No. 14	
EASTWARD		LIMITED DAILY	EXPRESS DAILY	LIMITED DAILY	EXPRESS DAILY	LIMITED DAILY	EXPRESS DAILY	LIMITED DAILY	EXPRESS DAILY	LIMITED DAILY	EXPRESS DAILY	LIMITED DAILY	EXPRESS DAILY	LIMITED DAILY	EXPRESS DAILY
LV. OHIO	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
LV. COLUMBUS	-----	-----	-----	5.00 PM	10.40 AM	-----	-----	-----	-----	-----	-----	-----	-----	8.30 PM	-----
LV. WHEELING (EASTERN TIME)	-----	-----	6.00 PM	-----	7.00 PM	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
LV. CLEVELAND	-----	-----	-----	7.30 PM	12.26 AM	-----	-----	-----	-----	-----	-----	-----	-----	10.50 AM	-----
LV. PITTSBURG	-----	-----	-----	8.00 AM	-----	-----	-----	-----	-----	3.00 PM	10.00 PM	-----	-----	-----	-----
LV. ST. LOUIS	* 9.00 AM	1.45 AM	-----	-----	-----	-----	-----	-----	-----	* 6.00 PM	9.28 PM	-----	-----	1.15 PM	-----
LV. LOUISVILLE	* 2.10 PM	* 9.10 AM	-----	-----	-----	-----	-----	-----	-----	-----	2.30 AM	-----	-----	-----	-----
LV. INDIANAPOLIS	* 3.00 PM	* 8.05 AM	-----	-----	-----	-----	-----	-----	-----	-----	4.12 AM	-----	-----	-----	-----
LV. CINCINNATI	* 6.35 PM	12.15 PM	-----	-----	-----	-----	-----	-----	-----	-----	8.00 AM	-----	-----	-----	-----
LV. NEW ORLEANS	-----	9.15 AM	-----	-----	-----	-----	-----	-----	-----	-----	7.10 PM	-----	-----	-----	-----
LV. MEMPHIS	-----	8.35 PM	-----	-----	-----	-----	-----	-----	-----	-----	6.35 AM	-----	-----	-----	-----
LV. OHATTANOOGA	4.45 AM	11.35 PM	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
LV. DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
AR. WASHINGTON, NEW UNION STA	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.40 AM	2.37 AM	10.25 PM	-----	-----	-----	-----	-----	-----	-----	-----
AR. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	6.50 PM	1.47 PM	7.50 AM	3.42 AM	11.30 PM	-----	-----	-----	-----	-----	-----	-----	-----
AR. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	8.05 PM	1.59 PM	8.00 AM	3.51 AM	1.10 PM	-----	-----	-----	-----	-----	-----	-----	-----
AR. PHILADELPHIA	4.05 PM	10.15 AM	9.19 PM	4.05 PM	10.15 AM	6.00 AM	3.35 PM	-----	-----	-----	-----	-----	-----	-----	-----
AR. NEW YORK, LIBERTY STREET	12.35 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.22 AM	-----	-----	-----	-----	-----	-----	-----	-----
AR. NEW YORK, 23D STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	6.33 AM	-----	-----	-----	-----	-----	-----	-----	-----

Pullman Sleepers from all points. * Daily. + Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

**ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.**

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor and Observation Parlor Cars Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Parlor Car Richmond to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Parlor Car Pittsburg to New York. Dining Car a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Observation Parlor Car New York to Pittsburg. Dining Car, a la carte, New York to Philadelphia.

No. 501. Parlor Car New York to Washington and Richmond. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Buffet Observation Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Buffet Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

**Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.**

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Chicago Express. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Pittsburg Night Express. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. St. Louis Express. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Drawing Room Sleeping Car Richmond, Va., to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. "Chicago Limited." Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 55-15. The Daylight Train. Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

No. 2. St. Louis-New York Limited. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. Chicago-New York Limited. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Parlor Car Pittsburg to New York. Observation Parlor Car to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 10. Night Express. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Pittsburg to Richmond, Va. Dining Car Pittsburg to Connellsville and Philadelphia to New York. Dining Cars serve all meals.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling. Parlor Car Wheeling to Cumberland. Buffet Parlor Car Cumberland to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONODLE, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Baltimore Streets, New B. & O. Building, G. D. CRAWFORD, City Ticket Agent; G. W. SQUIGGINS, City Passenger Agent; B. F. BOND, Special Agent; G. W. PAINI, Passenger Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, A. G. CROMWELL, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 369 Washington Street, J. B. SCOTT, New England Passenger Agent; T. K. RUTB, Traveling Passenger Agent. E. E. BAEREY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON, Ticket Agent.
BUTLER, PA., Wm. TORNER, Ticket Agent.
CANTON, OHIO, C. O. McDONALD, Ticket Agent.
CHESTER, PA., J. H. BURNHAM, Ticket Agent.
CHICAGO, 244 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. McKEWIN, City Ticket Agent; W. A. PRESTON, Traveling Passenger Agent. General Passenger Office, No. 718 Merchants' Loan & Trust Building, E. H. SLAY, Passenger Agent. Grand Central Passenger Station, Corner Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 15 Congress Street, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, J. H. LARABEE, Traveling Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 430 Walnut Street, Traction Bldg., O. H. WISEMAN, District Passenger Agent; G. A. MANN, City Ticket Agent; H. C. STEVENSON, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLF, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANGHARDT, Agente General, B. & O. S.-W., Prolongacion Del 5 De Mayo II.
CLEVELAND, OHIO, 341 Euclid Avenue, Arcade Building, M. G. CARREL, Division Passenger Agent; GEO. A. OBB, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, 13 South High Street, P. P. COPPER, District Passenger Agent; C. D. RICE, Ticket Agent. Union Depot, E. PAGELS, Ticket Agent.
CONNELLSVILLE, PA., C. W. ALLEN, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., 402 Scott Street, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SBATTUC, Traveling Passenger Agent, B. & O. S.-W., Room No. 4 Union Station.
HARPER'S FERRY, W. VA., G. R. MARQUETTE, Ticket Agent.
KANSAS CITY, MO., Box 264, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LOUISVILLE, KY., B. & O. S.-W., 4th and Main Sts., R. S. BROWN, District Passenger Agent; J. G. ELGIN, City Passenger Agent. EVAN PROSSER, Traveling Passenger Agent; J. H. DORSEY, City Ticket Agent. 7th St. Station, A. J. CRONE, Ticket Agent.
MANSFIELD, OHIO, O. W. JONES, Ticket Agent.
MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent; M. F. NOLL, City Ticket Agent, First National Bank Building.
MASSILLON, OHIO, W. H. RUCH, Ticket Agent.
NEWARK, OHIO, F. O. BARTHOLOMEW, Ticket Agent.
NEW CASTLE, PA., R. L. TURNER, Ticket Agent.
NEW YORK, 434 Broadway, LYMAN MCCARTY, Assistant General Passenger Agent; ROBERT SKINNER, Traveling Passenger Agent; H. B. FAROAT, City Passenger Agent; E. D. AINSLIE, Ticket Agent. 1300 Broadway, S. R. FLANAGAN, Ticket Agent; No. 6 Astor House, A. J. OESTERLA, Ticket Agent. 245 Broadway, THOS. COOK & SON, Ticket Agents. 108 Greenwich Street, FRANK ZOTTI, Ticket Agent. 225 Fifth Avenue, RAYMOND & WHITCOMB, Ticket Agents. 391 Grand Street, HYMAN WERNER, Ticket Agent. Stations, foot of West 23d Street, and foot of Liberty Street, N. R.
NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent; I. L. SPERRY, Ticket Agent.
PARKERSBURG, W. VA., J. MCC. MARTIN, Traveling Passenger Agent; C. J. PROUDFOOT, Ticket Agent; J. W. JONES, Ticket Agent (Ohio River).
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SANDUSKY, OHIO, T. B. TUCKER, Ticket Agent.
SAN FRANCISCO, CAL., 233 Monadnock Building, EDWIN ANDERSON, Pacific Coast Agent.
SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.
ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDERSLEEVE, Assistant General Passenger Agent; J. E. BUCHANAN, City Passenger Agent; L. L. HORNINO, City Ticket Agent; L. G. PAUL, Station Passenger Agent; W. F. GEISERT, Traveling Passenger Agent; B. W. FRAUENTHAL, Ticket Agent, Union Station.
ST. PAUL, MINN., R. C. HAASE, Traveling Passenger Agent.
TIFFIN, OHIO, W. C. FRANCE, Ticket Agent.
VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
WASHINGTON, D. C., 1117 G Street, N. W., S. B. HEGE, District Passenger Agent; H. P. BALDWIN, City Passenger Agent; E. A. BATZGHMAN, Passenger Agent; H. R. HOWSEN, Ticket Agent. 619 Pennsylvania Avenue, W. V. FISKE, Ticket Agent. New Union Station, Massachusetts and Delaware Avenues, JOS. KAMPS, Ticket Agent.
WHEELING, W. VA., B. & O. Station, T. C. BURKE, Traveling Passenger Agent; A. L. INWIN, Station Ticket Agent, McClure House, O. R. WOOD, City Ticket Agent.
WILMINGTON, DEL., Delaware Avenue Station, J. E. HITCH, Ticket Agent. 814 Market Street, W. FULTON, Ticket Agent, H. A. MILLER, Traveling Passenger Agent.
WINCHESTER, VA., T. B. PATTON, Ticket Agent.
YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.
ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Hillitt Street, London, E. O.; 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

C. W. BASSETT, General Passenger Agent, Baltimore & Ohio Lines East, Baltimore, Md.
 B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago, Ill.
 D. B. MARTIN, Manager Passenger Traffic, Baltimore & Ohio R. R., Baltimore, Md.
GENERAL OFFICES: BALTIMORE & OHIO BUILDING, BALTIMORE, MD.



BALTIMORE & OHIO

SCHEDULES EASY TO REMEMBER

From Washington
to New York

“EVERY ODD HOUR”

7, 9, 11, 1, 3 and 5 o'clock
also at 12.00 midnight and 2.52 a. m.

From New York
to Washington

“EVERY EVEN HOUR”

8, 10, 12, 2, 4 and 6 o'clock
also at 7.00 p. m. and 1.30 a. m.

(Time shown from Liberty Street; 23d Street, 10 minutes earlier
except midnight train at 11.50 p. m.)

Between Baltimore
and Washington

“Every Hour on the Hour”

DURING THE DAY, WEEK DAYS
BOTH DIRECTIONS



In connection with the Washington Southern Railway
and Richmond, Fredericksburg & Potomac Railroad

Through Pullman Service

BETWEEN

PITTSBURG
AND
RICHMOND, VA.

DAILY IN BOTH DIRECTIONS

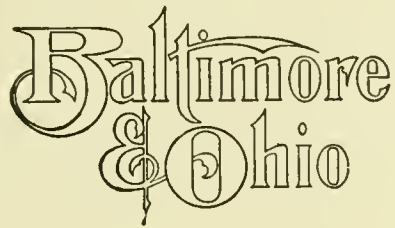
Pullman Drawing Room Sleeping Car

Lv PITTSBURG, B. & O.....	6.00 pm
Ar WASHINGTON (New Union Station)...	2.37 am
Lv WASHINGTON, R. F. & P.....	4.20 am
Ar RICHMOND, Byrd St.....	7.50 am

Lv RICHMOND, R. F. & P., Byrd St...	8.20 pm
Ar WASHINGTON (New Union Station)...	11.50 pm
Lv WASHINGTON, B. & O.....	12.30 am
Ar PITTSBURG	8.50 am

SHORTEST ROUTE
BEST SERVICE

DINING CAR SERVES BREAKFAST INTO PITTSBURG



Through Parlor Car Line

BETWEEN

New York Baltimore
Philadelphia Washington
 and **Richmond, Va.**

DAILY EXCEPT SUNDAY, VIA

**Baltimore & Ohio Railroad, Washington Southern Railway and
 Richmond, Fredericksburg & Potomac Railroad**

SOUTHBOUND

Leave NEW YORK, 23d Street Terminal	- - -	9.50 am
Leave NEW YORK, Liberty Street	- - -	10.00 am
Leave PHILADELPHIA, 24th and Chestnut Street Station	- - -	12.30 n'n
Leave BALTIMORE, Mt. Royal Station	- - -	2.43 pm
Leave BALTIMORE, Camden Station	- - -	3.00 pm
Arrive WASHINGTON, Union Station	- - -	3.50 pm
Leave WASHINGTON, Union Station	- - -	4.50 pm
Arrive RICHMOND, Byrd Street Station	- - -	9.00 pm

NORTHBOUND

Leave RICHMOND, Byrd Street Station	- - -	12.01 n'n
Arrive WASHINGTON, Union Station	- - -	2 45 pm
Leave WASHINGTON, Union Station	- - -	3.00 pm
Arrive BALTIMORE, Camden Station	- - -	3.44 pm
Arrive BALTIMORE, Mt. Royal Station	- - -	3.52 pm
Arrive PHILADELPHIA, 24th and Chestnut Streets	- - -	5.50 pm
Arrive NEW YORK, Liberty Street	- - -	8.00 pm
Arrive NEW YORK, 23d Street	- - -	8.10 pm

From Richmond to Washington only 2 hours, 45 minutes

From Washington to New York only 5 hours

ON THE

"ROYAL LIMITED" THE FINEST TRAIN OF THE **ROYAL BLUE LINE**

All Pullman — Famous Table d'hôte Dinner

Only 8 Hours Richmond to New York

"FINEST DAY TRAIN IN AMERICA"



ROYAL BLUE LINE

— THE — "Royal Limited"

S P L E N D I D
A P P O I N T M E N T S

THE best appointed trains between Washington, Baltimore, Philadelphia and New York are those of the Royal Blue Line, leaving Washington "Every Odd Hour" and New York "Every Even Hour" during the day.

☐ All trains have Pullman service, and dining cars serve all meals.

☐ The finest train of the series is the "Royal Limited," making the run in each direction in **FIVE HOURS.**

☐ It is all Pullman, but no extra fare is charged. The cafe-smoking, parlor and observation cars are superb, and an excellent table d'hôte dinner is served. ☐ Lighted by electricity throughout. Electric fans in all cars, making atmosphere delightful.

— THE — "Royal Limited"

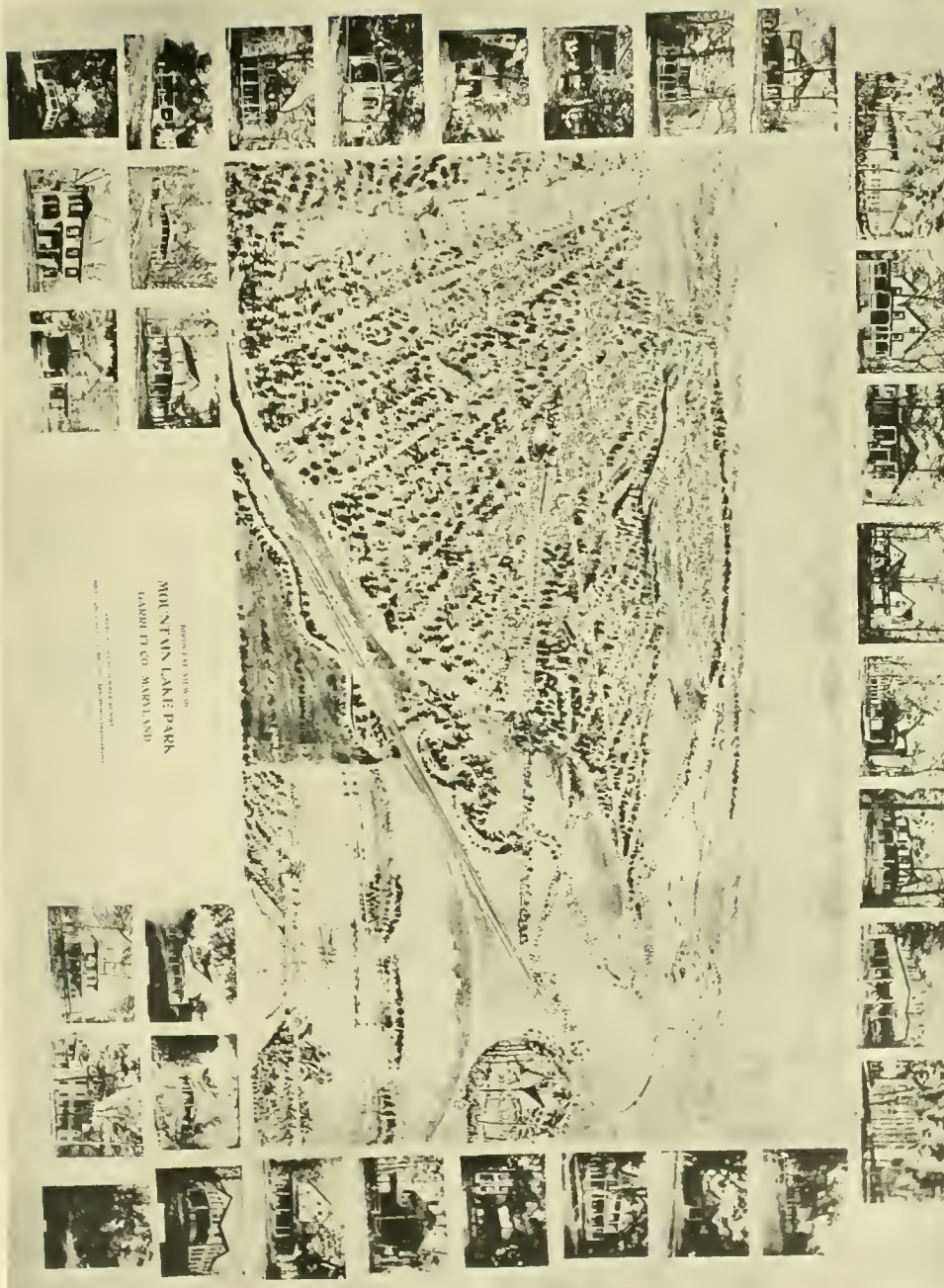
C O N V E N I E N T
S C H E D U L E S

NORTHBOUND.

Lv. Washington	3.00 pm
New Union Station	
Ar. Baltimore	3.44 pm
Camden Station.	
Lv. Baltimore	3.48 pm
Camden Station.	
Lv. Baltimore	3.52 pm
Mt. Royal Station.	
Ar. Wilmington	5.17 pm
Ar. Philadelphia	5.50 pm
24th and Chestnut.	
Ar. New York	8.00 pm
Liberty Street.	
Ar. New York	8.10 pm
23d Street.	

SOUTHBOUND.

Lv. New York	3.50 pm
23d Street.	
Lv. New York	4.00 pm
Liberty Street.	
Lv. Philadelphia	6.12 pm
24th and Chestnut.	
Lv. Wilmington	6.44 pm
Ar. Baltimore	8.09 pm
Mt. Royal Station.	
Ar. Baltimore	8.13 pm
Camden Station.	
Lv. Baltimore	8.16 pm
Camden Station.	
Ar. Washington	9.00 pm
New Union Station	



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MOUNTAIN LAKE PARK
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Deer Park Hotel

DEER PARK, MARYLAND

Delightful Summer Resort on the "Glades" of the Alleghenies

This famous hostelry on the superb plateau of the Allegheny Mountains, known as the "Glades," will open June 20, after a complete renovation of the entire property, making it thoroughly up-to-date. The hotel and cottages are provided with gas, electricity and water from their own systems.

The popularity of DEER PARK is due to its desirable altitude, 2,800 feet above the sea level, out of reach of malaria and mosquitoes; and its magnificent parking of 500 acres of forest and lawn, and miles of perfectly kept roadways, afford most delightful surroundings.

It is thoroughly modern as to improvements and equipment, with Bowling Alleys, Billiard Rooms, Tennis Courts, Golf Links, Swimming Pools, Livery, etc., and the delightful rooms and excellent cuisine are not surpassed. No mountain resort equals it for accessibility—only eleven hours ride from Cincinnati or New York; nine and one-half hours from Philadelphia; seven hours from Baltimore; six hours from Washington; seven hours from Pittsburg; ten hours from Columbus; twenty-one hours from St. Louis, and nineteen hours from Chicago, via the Baltimore & Ohio Railroad.

Deer Park guests can take through sleeping cars from any of these cities and alight at the hotel without change of cars. The Dining Car service is excellent. Very few summer resorts enjoy the privilege of through train and Pullman car service from all points such as Deer Park.

For rates in hotel, annexes or cottages, or illustrated booklets and floor plans, apply to

W. E. BURWELL, Manager,
Deer Park, Maryland.



Baltimore & Ohio R.R.



EAST AND WEST



CALENDAR - 1908

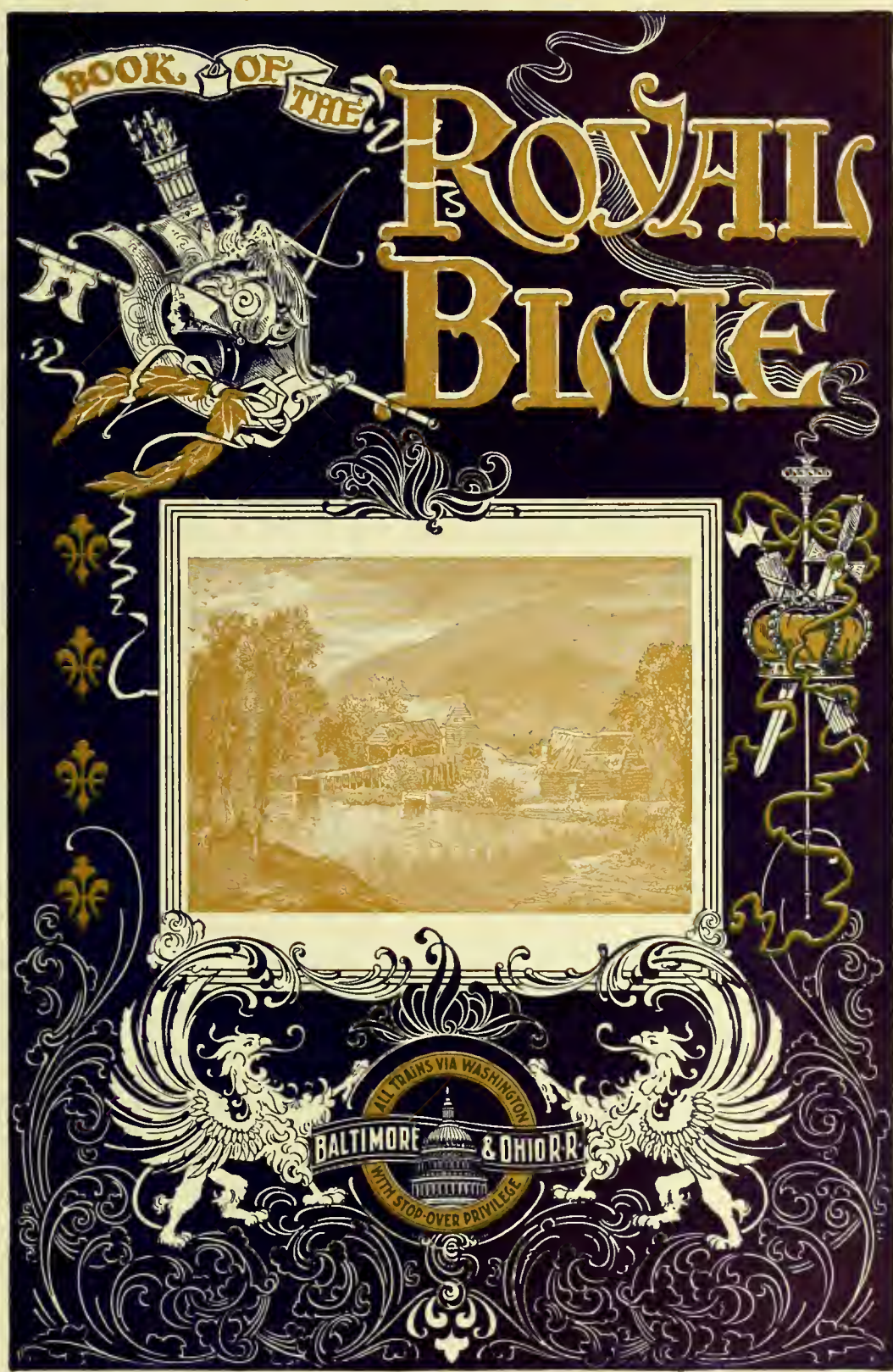


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ROYAL BLUE TRAINS

D. B. MARTIN.
MANAGER PASSENGER TRAFFIC
BALTIMORE, MD.

B. N. AUSTIN,
GEN'L. PASS. AGENT CHICAGO
C. W. BASSETT,
GEN'L. PASS. AGENT BALTIMORE



TOLEDO, OHIO, IN HISTORY



Summer Excursion Tickets

On sale until September 30

With Return Limit October 31, 1908

TO

*MOUNTAIN
LAKE and
SEASHORE
RESORTS*

AT

VERY LOW RATES

Apply to any ticket agent Baltimore & Ohio Railroad
for Summer Resort or Seashore Folder



TO THE

42d National Encampment G. A. R.

TOLEDO, OHIO

August 31—September 5, 1908

VERY LOW RATES

East of the Ohio River

Tickets on sale August 27 to 30, good to return until Sept. 15, 1908.

West of the Ohio River

Tickets on sale August 28 to 31, good to return until Sept. 15, 1908.

Extension of Return Limit

By deposit of ticket by original purchaser in person with Joint Validating Agent at Toledo not later than Sept. 15, and payment of \$1.00 at time of deposit, return limit will be extended until Oct. 15, 1908.

For detailed information call on Ticket Agents Baltimore & Ohio R. R.

THE PROGRAM

1. MONDAY—Reception of visitors.
2. MONDAY NIGHT—River Carnival—Reception by Committees at Memorial Hall.
3. TUESDAY—Unveiling of Meigs' Monument at Perrysburg, participated in by the Governors of Ohio, Pennsylvania, Virginia and Kentucky.
4. TUESDAY NIGHT—Speeches of welcome at the Valentine Theater, by Governor Harris, of Ohio; Mayor Whitlock, of Toledo; Dept. Commander Shearer, of Ohio, and J. Kent Hamilton, Chairman of the Executive Committee, who will introduce the Commander-in-Chief, and who will preside, receiving greetings from the W. R. C. and allied patriotic organizations, with four campfires in different portions of the city this same evening.
5. WEDNESDAY—Great parade, commencing at 10 a. m., over two miles of smooth streets, mostly in the shade.
6. WEDNESDAY NIGHT—Illustrated muster at the Valentine Theater, with four other campfires in different portions of the city.
7. THURSDAY—At 11 a. m. business session of the 42d National Encampment, the W. R. C. and other allied patriotic organizations.
8. THURSDAY NIGHT—Four campfires, as well as the pyrotechnical display, by Pain, of Sheridan's Ride, which will also have been produced on Tuesday and Wednesday nights.
9. FRIDAY—Business sessions of the Grand Army and other organizations.
10. SATURDAY—Steamboat excursions and dinner on the lake.
11. There will be steamboat excursions from the wharf in Toledo to the light house and return, a distance of twenty miles, every hour during the entire week.
12. Daily steamboat excursions to Put-in-Bay, Detroit, Sandusky, Cleveland, Sugar Island, Cedar Point, and half-hourly excursions to the Battle of Falling Timbers, Fort Meigs, Fort Miami and Fort Stephenson.

Taxameter Cab Service

23d Street Terminal
NEW YORK CITY

New Union Station
WASHINGTON, D. C.

Baltimore & Ohio

R. R. TERMINALS

Taxameter Tariff

REDUCED SUMMER RATES

The Taxameter measures accurately the distance traveled and the waiting time, and automatically computes, indicates and records the exact fare for the service rendered.

The amount to be paid by the passenger is the sum of the figures shown by the indicator marked "Fare" and by the indicator marked "Extras."

Distance—All Vehicles

Initial charge (which pays for the first one-half mile or fraction thereof) . . .	\$.30
Each quarter mile thereafter10

Waiting

Landaulets, each six minutes	\$.10
Hansom, Coupe, Brougham or Victoria, each ten minutes (only 60 cents an hour)10

Extras—All Vehicles

Trunk	\$.20
For ordering a cab each mile or fraction thereof from stand or station to point ordered20

From One to Five Passengers Carried at the Above Rates

All ferriage and bridge tolls, both going and returning, must be paid by the passenger.

BOOK OF THE ROYAL BLUE

AUGUST, 1908

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PRICE, 5 CENTS.

50 CENTS PER YEAR.

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR.

VOL. XI.

BALTIMORE, AUGUST, 1908.

NO. II.

Toledo, Ohio, in History

An Interesting Historical Companion-piece to the "Maumee River in History," Published in June "Book of the Royal Blue."

In advance of the Forty-second National Encampment, G. A. R., at Toledo, Ohio, during the week of August 31st, the "National Tribune," of Washington, published the following interesting sketch of Toledo and the historical country surrounding it.



TOLEDO and the country of which it is the metropolis has a long and important history. It dates back to the time of the great scheme for building a magnificent French empire in the valleys of the St. Lawrence and the Mississippi. At Quebec and New Orleans the French controlled the mouths of the two great rivers, and they were striving to complete possession of the imperial stretch of territory drained by those great waters. In those days lines of travel,

both by the Indians and those who followed them, were by the streams, which they ascended to the headwaters, and then carried their canoes over into the headwaters of the next river. The places where these carryings were made were called "portages," which accounts for the number of places of that name in the country. The first line of communication established by the French between their New World capitals was to go from Quebec up the St. Lawrence and Lake Ontario, along Ontario to the mouth of the Niagara River, carry over into Lake Erie, then by the way of Lake Huron and the Straits of Mackinaw into Lake Michigan, down Lake Michigan to Chicago, and by the way of the Illinois River reach the Mississippi. In the nearly two centuries in which they held the country they shortened the route by establishing a post at Detroit in 1701, and thence going to the mouth of the Maumee River. They went up the Maumee River from what is now Toledo to what is now Fort Wayne, Ind., and thence crossed over into the Wabash Valley, descending that river to the Ohio and thence to New Orleans. This shortened the transit between the two strongholds several hundred miles, an important item in the long and toilsome journey. To control this route they established a fort—Fort Miami—just above Toledo, at the foot of the Maumee Rapids, another fort at



McKINLEY MONUMENT

Photo by McKeeknie & Oswald



STEEDMAN MONUMENT

Photo by McKeeknie & Oswald

Fort Wayne, and a third at Vincennes. They tried to still further shorten the route by coming across from the Niagara River to the headwaters of the Alleghany. It was their establishment of a fort on the present site of Pittsburg which brought them into collision with the English settlers of Virginia and Pennsylvania.

Thus the country around Toledo became a storm center of battle for more than 100 years. When the country passed into the hands of the British as a result of the decisive battle at Quebec, the British took possession of all the country and the forts guarding it between the Mississippi and the Alleghanies, leaving the French in the great Louisiana Territory tributary to New Orleans. This brought about that wonderful confederation of Indians known as Pontiac's conspiracy. Pontiac was one of the greatest geniuses the Indian race has ever produced. He was an Ottawa Indian and his mother an Ojibway. The French had always managed the Indians far better than did the British, and Pontiac took the lead in an attempt to recover the country for the Indians and drive out the intruders. The story of this conspiracy has been told by Parkman, and is one of the most fascinating episodes in American history. Pontiac and his mother lived at what is now Toledo. Although his tribe was not prominent among the Indians, he managed in some wonderful way to unite all the tribes in that great stretch of country in a simultaneous effort. The affair was planned with the greatest skill and executed with surprising success.

Each tribe was given one of the forts to capture upon the day set, while Pontiac reserved for himself the most important, that of Detroit. By one stratagem or another the Indians gained access to the block-houses in all but four of the fourteen posts garrisoned by the British. The four were Niagara, Fort Pitt, Ligonier and Detroit. At Mackinaw, which was the key to the Upper Lakes, the garrison was slaughtered to the last child. Pontiac was betrayed by an Indian girl in his stratagem to gain possession of Detroit, and then began something which the Indians had never before attempted, a siege of the place. For five months he invested it, beat off all succoring parties, and brought the garrison to the point of starvation. He had organized a commissary department, and supplied his warriors with meat brought in by the tribes which were not in the lines of investment. He was at last compelled to raise the siege by his followers despairing of success and deserting him.

At the conclusion of the Revolution the country west of the Alleghanies was ceded to the Americans, but the British retained the forts, and hoped by stirring up the Indians to prevent the Americans taking possession and getting the trade. They occupied the old French fort at the foot of the Maumee Rapids, seven miles above Toledo, and this became a center for the Indians, who were raiding the American settlers that had ventured into Ohio and Indiana in great numbers.

An expedition was sent against them from Cincinnati under the command of Gen. Joshua Harmer, then the commander-in-chief of the little American army, but it was surprised and nearly all of the troops massacred before they could reach safety at Cincinnati.

Another much more formidable expedition was organized under Gen. Arthur St. Clair, a Revolutionary soldier of high reputation. He advanced to a point about midway between Cincinnati and Toledo, when he allowed himself to be surprised and his force nearly all massacred.

A third expedition was organized under Gen. Anthony Wayne, the Mad Anthony Wayne of Stony Point fame. He advanced to the junction of the Auglaize and Maumee rivers, where he built a fort called Fort Defiance on the present site of Defiance, Ohio. There he stored his provisions and pushed on toward the fort at the foot of the Maumee

Rapids. He brought the Indians to battle at the place called Fallen Timbers, about two miles from the fort, and inflicted a crushing defeat upon them. The Indians were driven back under the guns of the fort. Incensed at the conduct of the British in instigating the troubles, Wayne advanced to within gunshot of the fort, with his drums beating in challenge to the British to come out and fight him. This was in 1794, and gave temporary peace to the settlers. The British gave up the fort and also that at Detroit, which the Americans occupied.

Detroit is sixty miles north of Toledo. At the outbreak of the War of 1812 General Hull made a cowardly surrender of Detroit, and the British were once more in a position to harass that country. A force from Kentucky, under General Winchester, was sent forward to the River Raisin, but his force was surprised and massacred. The British then advanced to the old Fort Miami, at the foot of the rapids, seven miles above Toledo. Then all the energies of the Americans were devoted to driving them back, and Gen. William Henry Harrison, raising an army of regulars and Kentucky and Ohio militia, took up his position across the river from Fort Miami, building what was for the time a highly important position called Fort Meigs, in honor of the governor of Ohio. General Proctor commanded the British forces in Fort Miami, and Tecumseh the Indians gathered around it. For some weeks there was constant fighting between the forces, and there occurred the fourth of those terrible massacres which made such a doleful impress upon the early history of the country. Colonel Dudley, commanding a regiment of Kentucky militia, advanced as far as Fort Defiance, where he received orders to come on down the river, land on the left bank, drive the British out of some batteries which annoyed Fort Meigs, spike the guns and immediately return to his boats, cross the river and come into Fort Meigs. His militiamen were so excited over their victory in capturing the British batteries that they could not be restrained, and pursued the British out into the country, which Tecumseh saw, and immediately threw his Indians between them and the river, cutting them off from retreat or help. Nearly the whole regiment was slaughtered. In the old days the people of Kentucky and Ohio had vivid and mournful memories of what they called "massacres," accenting the last syllable. They had all lost friends

and relatives in these bloody slaughters. At Fremont, twenty-five miles east of Toledo, Fort Stephenson guarded the entrance to the Sandusky River as Fort Meigs guarded the approach by the Maumee. Defeated in the siege of Fort Meigs, Proctor attacked Fort Stephenson, which was gallantly defended by Lieutenant Croghan, and the attack was repulsed.

PERRY'S VICTORY

The British at that time had control of all the lakes by means of a small flotilla of war vessels commanded by a veteran British sailor, Captain Barclay. Before the British could be expelled from that region and peace given to the people of Ohio, Indiana and Michigan this flotilla had to be suppressed, and Commodore Oliver Hazard Perry went to Erie, Pa., to build a flotilla for the purpose. He accomplished this work after the most arduous exertions, since mechanics' tools, cannon shot and the heavy equipments necessary had to be transported through the unbroken wilderness to the point of construction. After incredible labors he succeeded in building and equipping a small flotilla of two twenty-ton brigs and eight smaller vessels, manned by about 400 officers and men. He was ready for action by the close of July, 1813, and, sailing out, took up his position in the little archipelago, about twenty-five miles from Toledo. From this point he could watch the British vessels, which were at Malden, the mouth of the Detroit River, some fifteen or twenty miles distant. The British were



CHARLES G. BURTON
COMMANDER-IN-CHIEF U. S. A.

waiting the construction of another vessel, which would make them superior to the American flotilla. Perry made Put-in-Bay, an excellent harbor, his station, and deployed his vessels in front of it to watch the British. From this he watched the enemy, hoping that they would come out and offer him battle, but they did not, and he at last determined to sail directly upon Malden when the wind favored, and attack them at their anchorage.

On the bright, beautiful morning of September 10, 1813, he was delighted to see the British emerge from Malden in battle array, and he immediately put his squadron in motion to meet them. His instructions were to each commander to engage his antagonist at close quarters and fight to a sharp finish. Every vessel was assigned its opponent in the British line. Perry made the brig *Lawrence* his flagship and hoisted on it a square battle flag with the last words of Captain Lawrence, "Don't give up the ship."

A light wind was blowing from the southwest, but hardly strong enough to enable him to maneuver his vessels satisfactorily. On the *Lawrence* Perry led directly for the British fleet, and was soon engaged with the whole of it, as the light wind did not enable the other vessels to come to his assistance. At least this is the allegation, and it became the subject of a bitter feud between Perry and Captain Elliot, his next in command. It was claimed that the *Niagara*, which Elliot commanded, was the fastest sailer in the squadron, and could have been easily brought up. In a short time the *Lawrence* was battered into a hopeless wreck, when Perry, taking his battle flag with him, went to the *Niagara*, which he brought up with the rest of the fleet, sending Elliot to take command of the smaller vessels and bring them into action. He ran the *Niagara* through the British line, sweeping the opposing ships with double-shotted guns as he passed them. His other officers came up in the meanwhile, and within eight minutes had pierced the British line, their vessels began to surrender, and at 3 o'clock in the afternoon the victory of the Americans was complete. Thereupon Perry sent his famous dispatch to General Harrison: "We have met the enemy and they are ours; two ships, two brigs, one schooner and one sloop."

Having gained control of the waters, General Harrison immediately advanced the

land forces, driving Proctor and Tecumseh before him. He overtook them at a little river in Canada called the Thames, and inflicted a crushing defeat, in which Tecumseh was slain. This virtually terminated the war in the Northwest.

The next war had a serio-comic phase. There had been some uncertainty in establishing the northern boundary of Ohio when the State was organized. From the very first it had been expected that a great city would rise at or near Toledo, and when the canals were planned to connect Lake Erie with the Ohio River, by the way of the Wabash and Maumee rivers, Michigan aspired to have control of the mouth of the canals near Toledo, and asserted her sovereignty over that strip of territory.

The State of Ohio resisted, the militia was called out, and war between the States seemed imminent. It was settled, however with no more bloodshed than a partisan of Ohio being stabbed by an ardent Michigan enthusiast. Michigan was pacified by giving her the upper peninsula.

During the war of the rebellion a large number of Confederate officers were confined on Johnson's Island, in the harbor of Sandusky. An expedition was organized at Malden to capture the Michigan, the only war vessel on the lakes, and release the prisoners. The expedition, led by a man named Beall, took possession of the steamer from Detroit when she reached Malden, ran on to Put-in-Bay, where they captured and sunk a steamer from Toledo, and then struck out for Johnson's Island, where they expected to find the Michigan in the possession of their fellow-conspirators. This part of the plot had miscarried, and the raiders ran their boat back to Malden, where they dispersed into Canada.

Toledo was officially recognized as a community in 1835, when the County of Lucas was organized by the Legislature of Ohio, and Toledo was designated as the seat of justice. The name Toledo was suggested by James Irving Browne in a meeting, in 1833, of the citizens of the towns of Port Lawrence and Vistula to consider the question of consolidating the interests of two rival municipalities.

Human nature was about the same in early days as now; the pioneers were ambitious and rival towns sprang up along the Maumee. From a map made in 1836 there appeared on the west bank of the river, in succession, Maumee, Miami, Marengo,

Toledo and Manhattan, while on the east side were found Perrysburg, Oregon and Lucas City. Of these Marengo, Oregon and Lucas City soon ceased to exist, while Manhattan was lost in Toledo, as also Ironville, largely a successor to Lucas City.

In 1837 the town of Toledo became the

city of Toledo in accordance with a law made and provided by the Legislature of Ohio.

The city is one of the most attractive and prosperous municipalities in the Middle West, with a population of nearly 180,000. Its surrounding resorts are second to none in natural and artificial beauty of landscape.



FORT MEIGS MONUMENT, TOLEDO



TAXAMETER CABS

Taxameter Cabs

Taxicab Service Established at 23d Street Terminal, New York City,
and New Union Station, Washington, D. C.



TAXAMETER cab service has been established at the 23d Street terminal of the Baltimore & Ohio Railroad, New York City, and passengers now have the benefit of this modern cab service at reasonable rates, avoiding the uncomfortable features of bargaining with a metropolitan "Jehu." There are several kinds of vehicles in this service, the hansom, coupe, brougham or Victoria, for one or two passengers, and the landaulet, accommodating as many as five passengers. These vehicles are equipped with automatic fare indicators, called taximeters; the passenger pays the machine, not the driver. The taximeter measures accurately the distance traveled and the waiting time consumed, and automatically computes, indicates and records the exact fare for the service rendered. It shows exactly the amount to be paid, both for fare and such extras as trunks, and by looking at the indicator the passenger may know how much of a charge is being made at any moment during the use of the vehicle.

The driver is charged with all amounts registered and is not permitted to make any reductions therefrom, but will, if required, give a receipt for the amount paid, and

complaints as to the correctness of the charge can be made to the company either personally or in writing, giving the hour, date, driver, cab number, number of passengers carried, distance traveled and waiting time consumed, stating wherein the charge is supposed to be incorrect; these claims will receive prompt and courteous attention.

There are a number of taxameter cab stands in New York, and one of the rules of the company is that when a cab is ordered to call at a certain address the person ordering it is charged for the time consumed for the cab to go from the nearest available cab stand to the address given in the order; but as the Baltimore & Ohio 23d Street station is one of the regular stands, a passenger entering New York is not subjected to this charge when taking the cab at the station for his destination in the city.

When a cab is not engaged a little flag is displayed above the taxameter, which indicates that it is ready for hire. When engaged, the flag is lowered and "30 cents" will appear under the word "Fare," which is the charge for the first half mile or fraction thereof. The indicator will register thereafter 10 cents for each quarter mile, and 10 cents for each wait of six or ten minutes, according to the vehicle used. This charge is for the exact distance traveled

and the exact waiting time consumed, which is automatically measured by the taxameter and over which the driver has no control. The passenger must also pay all ferriage or bridge tolls both going and returning.

To secure complete protection, the passenger is requested to see that the flag is lowered at the beginning of service and not before; that the flag is maintained in that position during the service; that the flag is promptly brought to "Payment" position at the conclusion of the service and left there until the charge is settled. The passenger thus pays for what he gets.

If a cab is disabled, the service up to the disablement must be paid for, and fare will be charged at regular rates, which means that a charge of 50 cents per mile, the legal rate, will be made, or \$1.00 per hour for waiting.

The present schedule of rates established for all vehicles is thirty (30) cents for the first half mile or fraction thereof, and ten (10) cents for each quarter mile thereafter. When a landaulet is used and kept waiting, a charge of 10 cents for each six minutes is made. When a hansom, coupe, brougham or Victoria is kept waiting, a charge of ten (10) cents for each ten minutes is made. These rates apply to the vehicle and not the number of passengers carried; the same charge is made for one person as is made for five, should one of the larger vehicles be used.

For instance: It is something less than two miles from 23d Street terminal to the

Waldorf Hotel; the charge therefor for either one or five persons from the station, using one vehicle, would be 30 cents for the first half mile and 10 cents for each of the remaining six quarter miles (60 cents), making a total cost of 90 cents from the station to the hotel for the entire party, unless there were extra charges made for waiting as stated above.

A charge of twenty (20) cents for a trunk is made when accompanying the vehicle and party from station to destination in the city.

The taxameter cab may be used for any service that cab conveyances are generally used for, such as calling, shopping, receptions and theater. The same rules governing charges apply, except extra charge is made of twenty (20) cents per mile or fraction thereof from station or stand to point ordered, and a similar charge for return is made when dismissed, north of 155th Street or outside the Borough of Manhattan, for each mile or fraction to Times Square.

A cab ordered and not used must be paid for up to the time the driver is dismissed, including the charge for sending it.

Taxicab service has also been established at the new Union Station, Washington, D. C., under practically the same rules and regulations that govern the service in New York. For illustration: The charge for a taxicab from the station to the New Willard Hotel is seventy (70) cents, or thirty (30) cents for the first half mile and ten (10) cents for each of the four remaining quarter miles.



The Maryland Line at Long Island

(August 27, 1776)

By CHARLES L. SHIPLEY

THE MARYLAND BATTALION

"Spruce Macaronis, and pretty to see,
Tidy and dapper and gallant were we;
Blooded, fine gentlemen, proper and tall,
Bold in a fox-hunt and gay at a ball;
Prancing salados, so martial and bluff,
Billets for bullets, in scarlet and bluff—
But our cockades were clasped with a mother's low prayer,
And the sweethearts that braided the sword knots were fair."

—John Williamson Palmer.



AMONG the most fiercely contested battles of the Revolution was that of the conflict on Long Island, August 27, 1776, and one in which the American forces suffered a terrible and depressing defeat—a defeat from which they did not recover for nearly a year. On this bloody field were performed deeds of valor that were not eclipsed at any other period of the long and exhausting contest.

Particularly is this true of the conduct of the troops from Maryland, who fought desperately in the action and finally saved the remnant of the Continental forces from annihilation.

It was at this dark and gloomy period—just previous to the battle—that the Maryland Line—as the troops were called that were from Maryland—were destined to enter the field of conflict.

In the fifteen months previous a number of reverses had been sustained by the patriots, and the hopes of many had been shattered who had indulged an idea of either an early peace or a reconciliation with the mother country.

After the evacuation of Boston in the spring of 1776, the British commander, General Howe, returned to Halifax to await reinforcements. Conceiving the idea, however, of seizing New York, he embarked for that port and arrived off Long Island towards the latter part of June, 1776. He was received with great demonstrations of joy by the Tory portion of the inhabitants

of Long Island, New York and New Jersey, many of whom took the oath of allegiance and embodied themselves into a corps and joined his forces.

In July Admiral Howe joined his brother with a fleet of 150 sail and a reinforcement of 20,000, swelling his force to 30,000, while the American army only numbered 17,000, and nearly one-fifth of these were sick and unfit for duty.

This number was soon to be increased by the Maryland contingent.

On the 10th of July, six companies under Colonel Smallwood, from Annapolis, and three from Baltimore, embarked for the head of the Elk River (now Elkton, Cecil Co., Md.), where they marched to New York and were incorporated into Lord Stirling's brigade. They were well appointed and organized, composed of the flower of Maryland's sons, who had already acquired the skill and precision of trained soldiers. Their scarlet and buff uniforms and well-polished arms contrasted strangely with those of the New England troops, and says Graydon: "There was none by whom an unofficer-like appearance and deportment could be tolerated less than by a Marylander, who at this time was distinguished by the most fashionable cut coat, the most macaroni cocked hat, and the hottest blood in the Union."

Arriving at a time when the army was lamentably deficient in discipline, they immediately won the confidence of the Commander-in-Chief, and from the moment of their arrival were thrown out upon the advanced posts, and disposed as covering

parties. The four independent companies remaining in Maryland were ordered to join Colonel Smallwood, as also the flying camp, then rapidly organizing.

The British plan of operations developed August 22 by the landing at Gravesend Bay of Howe's first division, under Sir Henry Clinton, it comprising 9,000 men and forty guns, officered by such famous leaders as Clinton, the Earls of Cornwallis and Percy, Generals Grant and Erskine. These troops, pushing back Colonel Hand's regiment to the hills to the north, extended their lines from the Narrows ferry through Utrecht and Gravesend to Flatbush village, while Cornwallis with Donop's Hessians, six field guns and two battalions of light infantry, advanced to Flatbush, which commanded the center road or pass through the hills.

The design evidently was to carry Greene's intrenched lines around Brooklyn, and by possessing Brooklyn Heights to force Washington to abandon New York or bring destruction upon the city. The American forces on the island were under the temporary command of Brigadier General John Sullivan. They were well distributed, but were, at the best—save a few regiments—a lot of raw recruits, ignorant of military duty and so indifferent to discipline that Washington returned from an inspection of the American lines on the 25th thoroughly discouraged.

He immediately ordered General Israel Putnam to take command on the island, with the injunction to bring order out of confusion, and to defend the works to the utmost. It was favorable to the Americans that the enemy moved so slowly. The landing of additional troops from Staten Island on the 24th and 25th gave Washington an opportunity to send over Lord Stirling's brigade, the best then in the service, and Haslet's fine regiment of Delaware men. These were assigned to the American right at Gowanus. As the British plan began to unfold it was found that De Heister, with two brigades of Hessians, had taken the center at Flatbush, with General Grant's division on the Gowanus road, their left thus facing Lord Stirling's brigade. Lord Howe in person accompanied and directed the British right movement which was assigned to Clinton. Sir Henry moved with three divisions under Cornwallis, Percy and himself to turn the American left through the Bedford Hills road.

These movements on the night of the 26th were followed by feint attacks of Grant on the left, and De Heister in the center at daybreak on the 27th. Their assaults were to cover the main movement on the right. Cornwallis' corps tried to pass through the hills by the Flatbush road, but were brought to a stand by Colonel Hand's riflemen guarding that approach. Clinton then left De Heister's corps of Hessians on Hand's front, while he, with his main body, made a right march (August 26th) to the Jamaica road, which he learned from Tory spies had been left but slightly guarded by the militia, without guards or patrol. Over this road he passed around Sullivan's position in the Bedford Hills, and early on the 27th was between Sullivan and the intrenched lines.

The battle commenced by De Heister assailing the Flatbush pass, which Colonel Hand still guarded and defended. General Sullivan at the first sound of the guns at dawn rode over to Hand's position, when he was astounded by the roar of artillery on his flank and rear. Hastening back he learned to his dismay that the enemy in powerful force were between his advance and the intrenched lines. He immediately ordered an advance for the purpose of cutting his way through, but his men were met by a terrible fire from the English and driven back. De Heister, having forced the Flatbush pass, now came up with his whole corps, and swarming over the hills bore down with savage yells on Sullivan's disordered regiments.

Then followed a terrible struggle. The Hessians used the bayonet on the regiments of Miles and Williams, and slaughtered the Americans in cold blood. Cornwallis pressed them from below, and thus the whole American left was literally between two fires—outnumbered, outgeneraled—ridden down by dragoons with sabers, riddled by heavy infantry fire, cut and torn by light batteries that commanded every avenue of escape. All through that hot August morning the conflict raged.

"There was grummer of drums humming hoarse
in the hills,
And the bugle rang fanfaron down by the hills;
By Flatbush the bagpipes were droning amain,
And keen cracked the rifles in Martense's lane;
For the Hessians were flecking the hedges with
red,
And the grenadier's tramp marked the roll of
the dead.

Three to one, flank and rear, flashed the files of
 St. George,
 The fierce gleam of their steel as the glow of a
 forge.
 The brutal boom-boom of their swart cannoneers
 Was sweet music compared with the taunt of
 their cheers—
 For the brunt of their onset, our crippled array,
 And the light of God's leading gone out in the
 fray."

A few cut their way through to the American intrenchments, but the bulk of Sullivan's forces were flying fugitives in the hills, or were killed, wounded and prisoners, Sullivan himself among the latter.

The fight was now transferred to the right, where it raged with increasing fury, and was as equally disastrous to the patriots. Grant had fully 5,000 men, while the force of Lord Stirling was only 2,000, consisting of Maryland, Delaware and Connecticut regiments, with Atlee's rifle corps and Kichline's Pennsylvania musketeers as an advance guard.

Grant struck Atlee early on the morning of the 27th, and drove him in upon the Gowanus road, where Stirling formed his line of battle, stretching from Gowanus Bay to Flatbush road, his center being on what is now known as Battle Hill in Greenwood Cemetery.

Of this center, composed of Maryland and Delaware men, he took command in person, planting on the hill two field pieces, whose well-served fire, backed by Kichline's riflemen, soon arrested Grant's apparent advance. For six hours very sharp line firing followed, and the feint was so fiercely pressed that Putnam believed Howe's design was to force the line at that point. This view of matters was confirmed by Grant's reception of two additional regiments at 10 o'clock from the fleet, whereupon Stirling ordered forward all of his reserves to defend Battle Hill to the last extremity before retiring beyond Gowanus Creek.

Now was to ensue the most desperate conflict of that hot and bloody day. With the arrival of reinforcements to Grant came also the signal from Howe, far to the east (about 12 noon), two guns fired in rapid succession. It meant, "Grant advance!" De Heister with his Hessians had already engaged Sullivan. Grant immediately dashed forward, and the fighting became fierce and bloody. Atlee's men out on the skirmish line were all (about 235) killed or made prisoners. Then the Connecticut regiment,

holding the Gowanus road, was literally overwhelmed. At the same time, the Hessians having carried the Flatbush road, came streaming in on Stirling's left and rear, and pushed on to seize the Cortelyou house, which commanded the Gowanus Creek bridge.

The Americans displayed a sublime and almost superhuman valor at this point on the field. But in vain. The odds against them—in point of numbers, discipline and armament—were too many. On the conquering British pressed! On the ruthless Hessians came!—the Americans falling before them by scores. It was a terrible spectacle. The dead and wounded were strewn on all sides. Riderless horses rushed from the ranks and galloped whither they would. The air vibrated with crashing of artillery, the rattle of musketry, the clashing of sabers, and the groans of the dying, intermingled with the victorious cheers of the English and Hessians.

The sky above was thick with smoke, in which an occasional vista would be made by the piercing dart of a sudden sun ray, through which the crimson flag of England could be seen waving in victory. On pressed the enemy like the surging sea. The Americans now wavered all along the line—their situation was desperate.

Lord Stirling quickly realized that his entire command was lost if he could not temporarily hold the enemy in check. Acting quickly he chose one-half of his regiment of Marylanders, less than 400 in number, and ordering the remainder of his force to retreat over the adjacent swamp to and over the creek, he prepared to stem the advance of the victorious enemy, while his flying troops were making their way to a place of safety. Placing himself at the head of his Maryland contingent, many of whom on that day saw for the first time the flash of hostile guns, Stirling prepared for the terrible shock of battle that was now inevitable. The little band, numbering less than 400 men, prepared for an assault upon five times their own number of the best troops of the red-coated enemy, who were now inflamed with all the arrogance of successful combat.

"Oh, the route on the left and the tug on the right!

The mad plunge of the charge and the wreck of the flight!

When the cohorts of Grant held proud Stirling at strain,

And the mongrels of Hesse went tearing the slain;
 When at Freeke's Mill the flumes and sluices
 ran red,
 And the dead choked the dyke and the marsh
 choked the dead!"

Forming quickly on ground in the vicinity of what is now Fifth Avenue and Tenth Street, Brooklyn, the light column advanced along the Gowanus road into the jaws of battle with unwavering front. Artillery in every direction plowed their ranks with the iron bolts of war; infantry poured in their terrible volleys of musket balls in a leaden rain, and from the nearby hills the deadly Hessian Yagers sent swift messengers of death into many a noble bosom. Still above the roar of all the tumult was heard the shout of the brave Stirling, "Close up! Close up! Forward, boys, forward!" and again the staggering but unflinching files, growing fearfully thin, drew themselves together and turned their stern young faces to their country's foe. It was a moment to test the pride and mettle of old Maryland.

Amid all the terrible carnage of the hour there was no hurry, no confusion, only a grim despair, which their courage and devotion converted into a martyrdom. The advanced bodies of the enemy were driven back on the Cortelyou house—now becoming a formidable redoubt, from the windows of which a heavy fire thinned the patriot ranks as they advanced. Lord Cornwallis hastily brought two guns into position near one corner of the house and added their grape and canister to the hail of death. At last the little column is compelled to halt, powerless to advance in the face of the murderous fire, yet disdaining to retreat. Again and again they close their ranks over the bodies of their dead comrades, and still turn their faces to the foe.

But the limit of human endurance had for the time been reached and the shattered column is compelled to fall back. Their task, however, is not half finished. As Lord Stirling looked across the salt meadows to the scene of his last struggle at Bluckie's Barracks and saw the demoralized masses of his fugitive soldiers crowding the narrow causeway over Freeke's mill-pond, or struggling through the muddy stream, he felt how dear their lives were to their country's cause, and he again determined to nerve himself for a struggle that could only end in a sacrifice.

Once more he called upon the survivors of the last desperate charge, and once more the young heroes responded to the rallying cry of their noble commander.

"Oh Stirling, good Stirling! How long must we wait?
 Shall the shout of your trumpet unleash us too late?
 Have you never a dash for brave Mordecai Gist,
 With his heart in his throat and his blade in his fist?
 Are we good for no more than to prance in a ball,
 When the drums beat the charge and the clarions call?"

How sadly Stirling must have looked upon them—many scarcely more than boys in years, so young, so fearless, and to face again the death-dealing hail! With a few quick commands he reformed the column and again faced the red-coated enemy and prepared to charge.

General Washington and others, who had been watching the previous desperate fight, now supposed that Stirling and his troops would surrender in a body, but as the Marylanders, with fixed bayonets, rushed to the charge upon the overwhelming force opposed to them, Washington wrung his hands, exclaiming "Good God! what brave fellows I must this day lose!"

It was in this desperate fight Smallwood's Macaronis showed their mettle. The impetuosity of the charge carried them over every obstacle quite close to the house. The gunners were bayoneted at their cannon, and their supports were shot down by scores; the red and the blue were clinched in a death grapple. Cornwallis seemed about to abandon his position, but the galling fire from the interior of the house, and from the adjacent high ground, and the arrival of Hessians, who were now approaching, again compelled them to fall back.

"Tralara! Talalara! Now praise we the Lord
 For the clang of His call and the flash of His sword!
 Talalara! Talalara! Now forward to die!
 For the banner hurrah! and for sweethearts,
 good-bye!
 "Four hundred wild lads!" Maybe so. I'll be bound
 'Twill be easy to count us, face up, on the ground.
 If we hold the road open, though Death take the toll,
 We'll be missed on parade when the States call the roll—
 When the flags meet in peace and the guns are at rest
 And fair Freedom is singing "Sweet Home" in the West."

Three times more the survivors rallied, throwing themselves upon the constantly increasing ranks of the enemy, but the unequal contest could not last much longer. A few minutes more of the murderous fire and 256 of the best youth of Maryland were either prisoners in the hands of the English, or lying side by side in the mass of dead and dying.

Their purpose had been accomplished and the flying army was saved from capture or destruction. Amid the carnage Lord Stirling was left almost alone and, scorning to surrender to a British subject, he sought the Hessian general, De Heister, and only to him did he yield his sword.

Three companies, or a little over 100 men, cut their way through the crowded ranks of the enemy and maintained their order until they reached the marsh, where, by the nature of the ground, they broke and escaped as quickly as possible to the creek. They swam the creek, bringing with them twenty-eight prisoners and their tattered standard.

The loss of the Maryland troops in this bloody struggle of Long Island was simply murderous. From sunrise until the last gun was fired they were hotly engaged, and when

the rest of the American forces had fled, they, numbering less than 400 men, held 3,500 of the enemy at bay.

England may boast of her Blenheim, Louisburg, Quebec, Trafalgar and Waterloo; France of her Marengo, Austerlitz, Jena, Friedland and Wagram; Germany of her Rossbach, Lissa, Minden, Sadowa and Sedan, but nowhere on the world's bloody fields of military conflict was there displayed a more sublime and desperate courage than that shown by Maryland's stern battalion on that ever-memorable 27th of August, 1776, and to this day the visitor to Brooklyn can be shown the spot where half of the Maryland contingent stemmed the advance of the whole left wing of the British army, when no other troops were left upon the field, and where the best blood of the state drenched the soil of Long Island in the defense of their rights and liberties.

Let the memorial shaft that has been erected to their memory be an object of pride to the citizens of that state—old Maryland—whose part played in that ever-memorable struggle of eight years for freedom, was second to none in the thirteen colonies.





NEW STEAMER "COMMONWEALTH" OF THE FALL RIVER LINE

The "Commonwealth"

The Handsomest Steamer Plying Inland Waters



COMMONWEALTH is the name of the magnificent new steamer of the Fall River Line plying between New York and Boston. This splendid vessel excels in size, speed and magnificence of construction and equipment any vessel heretofore built for service on inland waters. Her length over all is 456 feet, breadth of hull 55 feet, depth of hull 22 feet, breadth over guards 96 feet. She is provided with sleeping accommodations for 2,000 persons.

The Fall River Line has long been popular with the tourist, combining a delightful water route with that of rail between the two cities mentioned. For this class of business experience has proven that the broad beam of the side-wheel steamer insures steadiness, and the unpleasant vibration is overcome, assuring passengers a comfortable voyage in rolling seas.

The "Commonwealth" is built of steel, with a registered speed of twenty-two miles an hour. Extra precaution has been taken in regard to safety. Seven bulkheads extend to the main deck, and a double hull and the space between the bottoms is divided into water-tight compartments. There are collision bulkheads at each side of the steamer at the guards, and a bulkhead athwartship.

She carries a life-saving crew and will have one-third more life-preservers, life-rafts and buoys than are required by the United States Government regulations. Every precaution is taken against fire — thermostats and a watchman's clock system keep watchful eyes over a most effective fire-sprinkler system throughout the vessel. A modern electric light plant supplies her thousands of incandescent lights, as well as a powerful searchlight, electrical elevators and electrical blowers for ventilating the cabin.

Some idea of the magnificence of the interior may be obtained from the following description:

"Stepping aboard the steamer, you enter the quarter-deck. Here are the purser's office, barber shop, cafe and parcel room. Leather upholstered seats offer the traveler an inviting resting place. The style of this room is modern English, the woodwork being oak.

"Surmounting the oaken columns are grotesquely carved mariners' heads, forming a corbel. Around this lobby is a high wainscoting enriched with marquetry panels showing female figures symbolizing Navigation and Commerce. Above the wainscoting at one end of the lobby is a frieze in three panels. It is an opalescent painting on maple. The middle panel shows a group of nymphs at a game. In the back-

ground a merman sits playing on a flute to an audience of fishes. In the panel at the right a group of youthful mermen are depicted in the act of releasing a fish which has been hooked by an angler. The other panel of this series shows other mermen engaged in tangling fishermen's lines. Opening off the lobby you come to the Venetian Gothic saloon, another exquisite instance of this beautiful style of decoration. Aft of the Venetian Gothic saloon on the gallery deck you enter the Adams

the Louis XV and Louis XVI periods and having private baths attached.

"There are staircases on the port and starboard sides, finished the same as the woodwork of the Adams saloon, that lead from this saloon to the dome deck.

"Here, fifty feet above the water, are the dining-room, men's cafe and the kitchens. Most noteworthy of the many innovations on the "Commonwealth" is the placing of the dining-room on the upper deck.



"COMMONWEALTH"—CAFE

saloon, which is finished in *prima vera*, stained to give the effect of old satinwood. The panels in this section are done in soft tones and shades of green. The decoration on the frieze in this room is a beautiful example of craftsmanship. It is painted on wood and the character of the work resembles that which you see on beautiful old pieces of satinwood furniture.

"Opening off the Adams saloon are parlor suites, richly decorated and furnished in

"The broad windows of this room afford a superb outlook over the waters as the steamer speeds on her way. The decorative scheme here is of the period of Louis XVI. The ceiling is divided into three domes which, at night, are brilliantly illumined with electric lights, skillfully concealed. The hangings and furniture coverings are red. Mirrors completely cover the forward and after ends of this room.

"Opening aft from the dining-room is the men's cafe, finished in chestnut and decorated in English Renaissance; the barber shop finished in white enamel and the cafe finished in oak. Directly opposite is the purser's office, which is also finished in oak.

"Aft the lobby is the social hall and library. It is a saloon of the period of Louis XVI. The wood trim and ceiling are paneled in tones of old ivory. The moldings and cornices are embellished

in harmony with the decorative period. Opening off this saloon are eight parlor suites of the Louis XVI and Louis XV periods, the decorations and furnishings of which are in keeping with the magnificence of the saloons. The beds in these suites are gold plated.

"Going forward from this saloon you reach the grand saloon, which extends up through two decks and is the main assembly room of the steamer. The decorations are beautiful examples of Venetian Gothic style.



"COMMONWEALTH" - GRAND SALOON

with papier-mache ornamentations. The bookcases, tables and chairs are of mahogany. A deep rose-red carpet completes the sumptuous furnishing of this room.

"From the lobby an imposing staircase leads to the saloon deck. Here is a beautifully decorated saloon of the period of Louis XV. The ceiling is paneled with papier mache. The color scheme is creamy white embellished with gold. Carpets and upholstery are of green and the furniture is

The ceiling of this compartment is composed of fifteen groined vaultings, enriched with medallions and ornaments. Old galleons alternate with sea emblems as the subject of the medallions. The lunettes are enriched with paintings on canvas, portraying sea monsters engaged in combat, and other allegorical figures symbolizing the sea.

"The second or gallery deck of the steamer forms a balcony around this saloon.

There is also a mezzanine gallery where the orchestra holds forth. Under the mezzanine gallery are two electroliers of pure Venetian design. Over the musicians' gallery is an allegorical painting typifying the commonwealth. Government, Industry and Commerce are represented by three female figures.

"The supporting piers of the grand saloon are enriched at their angles by twisted columns. The capitals of these columns are reproductions from the columns in the church of San Marco, Venice. The wood trim of this apartment is done in ivory and the carpets and furnishings are of a deep, rich red.

"You go from the grand saloon through a passageway finished in soft tones of French gray to the Empire saloon. The wood trim here is of Honduras mahogany with carved ornamentation in gold, toned to produce an antique effect. The carpet and draperies of the saloon are of gold brocade.

"Ascending a broad stairway from the Empire saloon, you step into a saloon of a period of Louis XVI. You are now on the gallery deck and there is still another deck—the dome deck. Forward on the gallery deck are the writing-room and the news stand. The decoration of this apartment is in the same tone of French gray as the Louis XVI saloon. All the woodwork here is mahogany. The writing desks have glass tops and softly shaded reading lamps. Here are the telephone central exchange and the station of the wireless telegraph service, with which all steamers of the Fall River Line are equipped. Every stateroom has a telephone, enabling the passenger to speak with the purser or steward or with a friend occupying another stateroom.

"Forward of the dining-room are the kitchens. These are finished in white enamel and equipped with electric broilers, automatic egg boilers and electrically operated dish-washing machines. This compartment is completely sheathed in iron."

Don't

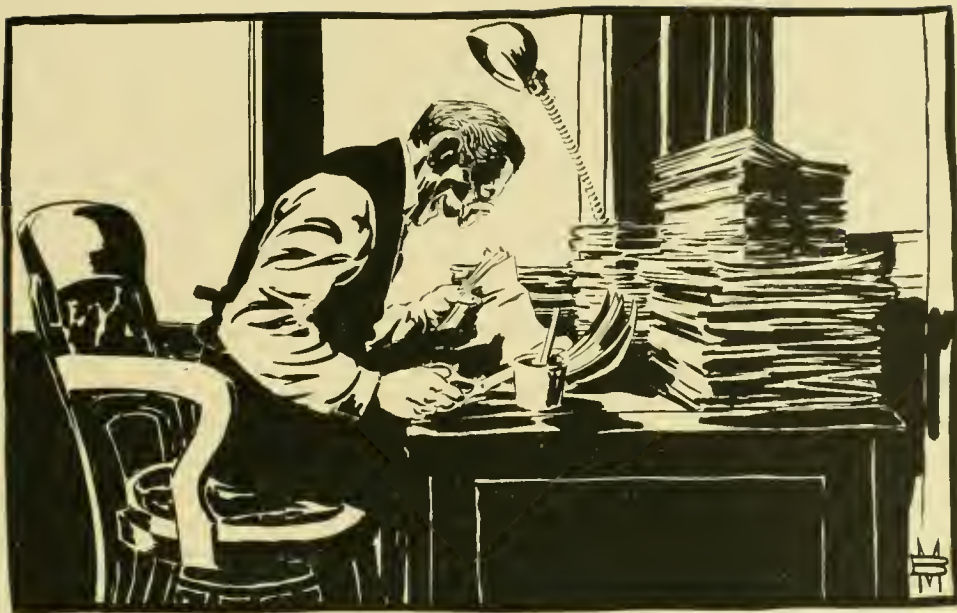
By J. W. FOLEY in the New York "Times."

A hundred times a day I hear
His mother say: "Don't do that dear!"
From early morn till dusk 'tis all
"Don't do that, dear!" I hear her call
From the back porch and front and side
As though some evil would betide
Unless she drummed it in his ear:
"Don't do that, dear! Don't do that, dear!"

If he goes out and slams the door:
"Don't do that, dear!" and if the floor
Is newly scrubbed and he comes near:
"Don't do that, dear!" is all I hear.
If he comes romping down the stairs:
"Don't do that, dear!" and if he wears
No coat, but hangs it somewhere near,
She sees and says: "Don't do that, dear!"

If he goes shinning up a tree:
"Don't do that, dear!" If he should be
Astride a roof I know I'll hear
Her call to him: "Don't do that, dear!"
His life is all "Don't this," "Don't that,"
"Don't lose the dog," "Don't chase the cat,"
"Don't go," "Don't stay," "Don't there,"
"Don't here,"
"Don't do that, dear! Don't do that, dear!"

Sometimes he seems to me as still
As any mouse until a shrill
"Don't do that, dear!" falls on the air
And drives him swift away from there.
So when he finds another spot:
"Don't do that, dear!" and he says: "What?"
And she replies and cannot say—
But—"Well, don't do it, anyway!"



MR. FOLGER MCKINSEY

Cartoon by Mr. McKee Barclay

A Rose of the Old Regime

An Appreciation of the Author



THIS little flower, one of many sweet-scented blooms from an old-fashioned garden in Maryland, has been garnered with others of like fragrance into one little basket and given to the world, spreading delightful perfume, enduring forever.

Mr. Folger McKinsey of Baltimore, or rather Maryland, singing his daily column of verse in the *Baltimore Sun*, unknown, save for the nom de plume of "The Bentz-town Bard," has been the delight and comfort of his home folks for many years; but the music of his songs has reached beyond the boundaries of Maryland, and the sweet strains which have been gathered together in the little volume recently put forth will start the heart strings of thousands a-thrumming.

Mr. McKinsey was—but perhaps it is best to leave that to his biographers, for such there are bound to be.

Mr. McKinsey is—a poet; he says just "bard"; someone else has suggested "minstrel," because his songs charm the popular heart, but that does not fit him. Those who know him rather flinch at

the term of minstrel however kindly it is meant.

In the winnowing, Mr. McKinsey has chosen nearly two hundred poems and classified them under the separate heads of "Reminiscence and Character," "Home Love and Children," "Maryland," "Country Life" and "The Navy."

The review notices which greeted the forthcoming of "The Rose of the Old Regime" were elaborately complimentary, but not one of them bore undue flattery, and not one of them will phase the steadfast sincerity and modesty of the author.

Look with him into the face of the old daguerreotype and hear the strains of the stately minuet; go back with him forty or fifty years and buy a "Ginger Bread Man"; go out the old National Pike in a stage coach of the early chivalric days; come up to the nursery with the children and cruise in the Fender Ship; go to the beautiful mountains in the "Glades of Garrett," or come down to the green valleys of Caroctin; or, you weary one, when your heart is heavy with longings, find some quiet nook for retrospect and hold sweet communion with thoughts of the old-fashioned mother that used to bear your burdens for you:

I saw her last night in a portrait, a rose of the old regime,
Who grew in the quiet gardens that sloped to the Severn
stream.

She had danced with the early Gov'nors and danced on
the hearts that sleep

Where the shadows of St. Ann's wander and the leaves of
the myrtle creep—

A dame of the dear old revels, when out of the golden
morn

The hunters came at the echo and the hounds at the call
of the horn.

I saw her last night in an album, with cheeks of the
cherries ripe,

As she smiled from the eerie shadows of an old daguerreo-
type;

I fancy her bright eyes twinkled, I'm sure that her
shoulders fair

Shrugged once or twice, and a ripple of sunshine wavered
her hair;

And once I thought as I watched her, she stepped from
her frame in a dream

To dance in the gentle dances of the days of the old
regime.

Then out of her frame there followed, in shadows and
shapes of song,

A bevy of bright young beauties, a gay and a gallant
throng.

They tramped through the antique mansions of Stewart
and Paca and Chase,

The halls of the stately Carrolls, and off through the
market place,

And out to the hills and meadows, and down to the
Severn side,

Then back again to the album where the dear dead
portraits hide.

I saw her last night in her marvel of beauty and girlish
bloom,

This rose who is dust where the roses swing sweet o'er
her little tomb.

I thought that her lips were singing, and somehow a
nameless bliss

Thrilled mine as I lifted her lips in the frame unto my
own to kiss;

And somehow I felt her dancing in the dance of a death-
less dream,

As she danced on the hearts of her lovers—a rose of the
old regime.

Blow, bugles of morn, o'er the Severn, the hunters are off
to the call;

They will dance tonight in the revel of love at the
Gov'nor's ball,

And the glasses will gleam on the lowboy, the starlight
will gleam in the eyes

Of maidens whose cheeks are like roses of velvet in April
skies;

And some day under the shadow of old St. Ann's they
will rest,

When dancers and dreamers are ashes and roses bloom
over the breast.

I saw her last night in an album, a rose of the old regime,
Who grew in the quiet gardens that sloped to the Severn
stream;

Wherever I go in my dreaming, wherever I follow the
throng,

She floats like a dream in the shadows, she sings like an
echo of song.

Oh, would I had been of the lovers who sleep in the
shadows apart,

And had known the sweet joy of her dancing, though she
danced on the brim of my heart!

The following first verses of some of Mr. McKinsey's other poems indicate the range
of his vision:

SUMMER

A hickory pole and a crooked pin,
A stream that ripples with silvery din,
A poplar leaning above the stream,
A tousled head in a world of dream;
A drowsy hum in the fields of clover,
A beautiful blue sky bending over
Velvet valley and mist-veiled hill—
And life all green and sweet and still.

* * *

JUST LIVING

Tender and pleasant and gentle,
Gracious and hopeful and gay,
That's the way to be passing
The moments that make up the day.

For it's, oh, so good to be happy,
Kindly and sweet and forgiving,
Such a beautiful thing to be cheery,
And such good fun to be living.

* * *

THE BATTLEFIELD

A mother's heart is a battlefield,
A mother's heart is a nest
Where love leans down with feathery shield
And lips that sing to rest.
A mother's heart is the plain where meet
Through all her days of life
The legions of the childhood feet,
The glittering hosts of strife.

* * *

CHATTERBOX

Once I knew a little girl—
Dimple cheek and hair a-curl—
Never said a thing at all
When the comp'ny came to call
And her mother tried to show—
Just as mothers will, you know—
All her cute and charming ways,
All the cunning tricks she plays.
Never was a bit of use,
She just wouldn't talk, the goose.

* * *

The Glades of Garrett

By FOLGER McKINSEY, in "A Rose of the Old Regime."

The Highlands for their heather and Killarney for its braes —
For me the glades of Garrett when the golden buckwheat sways;
When songbirds fill the forest and the sheep upon the hills
Go with little bells that tinkle to the tinkling of the rills:
The golden glades of Garrett, where the hours are veiled in gleam,
And the footsteps of the spirit walk in cloisters of the dream!

I've climbed the lovely summits; I have seen the blue mist lay
In the green lap of the mountains through the golden summer day;
I have seen it lift and lighten; I have seen it float and swing
Like a veil that moves to dancing of the lithe, frail form of Spring;
I've gazed down, wild with wonder, o'er the green glades at my feet —
Oh, the golden glades of Garrett, with the sheep bells tinkling sweet!

Buckwheat pastures, where the pirates of the blue, bee-litten main
Seek the cargoes of the blossoms in the sunny pollen rain;
Lordly plateaus, vast expanses, mountains grandly, greenly fair,
And the tonic and the balsam of the fragrant forest air —
Yes, the golden glades of Garrett are the Highlands' counterpart,
Only sweeter, only bluer, in the warm love of our heart!

Lowing cattle, fairy meadows, fishing cascades, lost and found
In the shadow and the silence, in the tinkle and the sound;
White clouds stooping to the hilltops, pine-clad peaks above the snow;
All the rapture, all the wonder, all the charm of it I know —
Know those golden glades of Garrett, where bright shuttles, ray by ray,
Weave the web of wonder-beauty where the green groves stretch away!

The Highlands for their heather and Killarney for its braes —
For me the glades of Garrett, where the golden buckwheat sways;
Where the rovers in the clover on their honeyed wings go by,
And you step right off the verges of the green hills to the sky;
The golden glades of Garrett—in my heart of hearts they gleam,
And I hear the sheep bells tinkling to the tinkling of the stream!

High up in the Alleghany Mountains, where Maryland reaches a narrow arm towards the west, is Garrett County, through which stretches a beautiful broad plateau of forest and plain known as "The Glades." The exquisite beauty of this portion of the Alleghanies is widely known, and it has become the summer home of thousands. Deer Park, Mountain Lake Park and Oakland lie in its center. —Editor.

The Phantom of the Pike

By FOLGER McKINSEY, in "A Rose of the Old Regime"

The old road stretches away in the morn
Where the hills roll by with their ranks of corn!
Over the bridges and on through the dale,
The National Highway, the route of the mail,
The old turnpike from Baltimore Town,
By mill and mallow, by dingle and down,
Stretching on like a gray ghost-hand
Over the mountains to Cumberland.

This afternoon, as I stopped by the brink
Of a wayside pool for a cooling drink,
The old road somehow drifted away
From the dusty rattle of present day,
And there in the sleep of the other years,
A Conestoga, with clattering gears—
A six-span team with its huge white tent—
Over the National Highway went.

On old South Mountain, about the place
Where Lady Dahlgren, of courtly grace,
Turned the inn of the olden day
Into a home where her cheer held sway,
The team stopped short and the driver led
His outspanned mares to the torrent's bed,
Then lit the fire and put on a stew
And slept, with his loved 'neath the starlit blue.

A fox barked near and the night-bird sang,
And suddenly echoed a ringing clang
Of iron hoofs striking the solid road
And a steed pressed on 'neath the rider's goad—
"Only the courier! Peace, my dears,"
The teamster utters, then faintly cheers
The stately coach rolling over the way,
Bearing to Washington Henry Clay.

There is life in the inn. The hostlers leap
With a ruddy smile from their mountain sleep;
The *Sieur de Lafayette*—maybe
The guest is even as great as he;
Or Daniel Webster, or Jefferson,
Peers of those great days greatly won
From strife and struggle. Out gleams the light.
The inn is revel. No sleep tonight.

The morn, and the teamster up with sun,
Hooked, and all of his feeding done;
Ye-ho! the cumbersome wagon rolls
Freighted with goods, and the precious souls—
Wife and babies—true pioneers,
Seeking the West of the other years,
Out of the valleys of Frederick wheat
Over the winding way to Ohio, sweet.

Dreaming there by the roadside pool,
With its rippling current so clear and cool,
The phantom passed and the vision died,
And the inn was gone, with its liveried pride;
But the old road stretches, a hand of gray,
For me through the valleys of yesterday;
And the six-span team, with its tent of snow,
Rolls by when I think of the long ago.

The old National Pike, more than one hundred years old, is by no means in disuse. It is still a grand thoroughfare, but not in the sense that Henry Clay supposed it would be. It stretches west from Baltimore through Frederick to Cumberland, and thence to the Ohio River, and a movement has been on foot for some time to put the old road in excellent condition for the use of automobiles, connecting it up to the Pacific Coast. It has recently been proposed to build a Government road from Washington to Gettysburg, which would connect the old highway with the capital.—Editor.



Stub Ends of Thought

By ARTHUR G. LEWIS.



WHAT some men call conscience is only an undeveloped condition of fear.

WE must first get close to an idol before we can shatter it.

THOSE who build their own crosses must learn to bear the burden of their weight.

LOVE lives on the breath of devotion's applause and renews its life in the arms of appreciation.

IF the mother-in-law question is ever answered, she will have the last word.

LET us go on building the castles of our hopes; perhaps some day Fate may find a foundation for one of them.

GENIUS is best viewed from a distance; proximity to it means disillusion.

THE first lesson the logical woman learns is silence.

Too many opinions drive reason from the midst of argument.

INTELLIGENCE is frequently measured by the other fellow's ignorance rather than from our own knowledge.

LOVE lights may never go out, but they burn very low at times.

IN the little game of conjecture let us never include women.

A Toast

By ARTHUR G. LEWIS.

Here's to the men and women who work,
To the thinking mind and muscles strong,
Who look in the sun-lit face of hope,
And greet each day with a song.

And here's to the love we won or lost,
And the kisses we gave or received,
The shattered idol, the broken cross,
Or the troth in which we believed.

Here's to the flowers we gathered and pressed,
And the wild rose left in the wood,
Before we had learned to understand,
Or hoped to be understood.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON, BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MAY 17, 1908.										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 508 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY
Lv. WASHINGTON, NEW UNION STA	7.00 AM	9.00 AM	9.00 AM	11.00 AM	1.00 PM	3.00 PM	6.00 PM	8.00 PM	12.00 PM	2.62 PM
Lv. BALTIMORE, CAMDEN STATION	7.66 AM	9.50 AM	9.62 AM	11.50 AM	1.55 PM	3.48 PM	6.00 PM	8.00 PM	1.00 PM	3.46 PM
Lv. BALTIMORE, MT. ROYAL STATION	8.00 AM	9.54 AM	9.67 AM	11.54 AM	1.59 PM	3.52 PM	6.06 PM	8.06 PM	1.10 PM	3.51 PM
Ar. PHILADELPHIA	10.15 AM	11.50 AM	12.11 PM	2.02 PM	4.05 PM	5.60 PM	8.19 PM	11.45 PM	3.35 PM	6.00 PM
Ar. NEW YORK, LIBERTY STREET	12.36 PM	2.00 PM	2.30 PM	4.16 PM	6.30 PM	8.00 PM	10.40 PM	3.20 PM	6.22 PM	8.32 PM
Ar. NEW YORK, 230 STREET	12.46 PM	2.10 PM	2.40 PM	4.26 PM	6.46 PM	8.10 PM	10.50 PM	6.33 PM	6.33 PM	8.43 PM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MAY 17, 1908									
WESTWARD									
	No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY
Lv. NEW YORK, 230 STREET	11.50 PM	7.50 PM	9.50 PM	11.60 PM	1.60 PM	3.60 PM	5.60 PM	6.60 PM	7.00 PM
Lv. NEW YORK, LIBERTY STREET	1.30 PM	8.00 PM	10.00 PM	12.00 PM	2.00 PM	4.00 PM	6.00 PM	7.00 PM	7.00 PM
Lv. PHILADELPHIA	4.16 PM	8.15 PM	10.17 PM	12.30 PM	2.17 PM	4.16 PM	6.12 PM	8.31 PM	9.21 PM
Ar. BALTIMORE, MT. ROYAL STATION	6.45 PM	10.50 PM	12.16 PM	2.43 PM	4.16 PM	6.09 PM	8.09 PM	10.60 PM	11.23 PM
Ar. BALTIMORE, CAMDEN STATION	6.50 PM	10.65 PM	12.20 PM	2.47 PM	4.20 PM	6.13 PM	8.13 PM	10.65 PM	11.27 PM
Ar. WASHINGTON, NEW UNION STA	7.50 PM	11.46 PM	1.15 PM	3.50 PM	5.20 PM	7.00 PM	9.00 PM	12.00 PM	12.22 PM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST AND SOUTHWEST.

EFFECTIVE MAY 17, 1908.								
WESTWARD								
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY
Lv. NEW YORK, 230 STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	7.50 AM	11.60 PM	6.60 PM	NOTE.
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 PM	N 4.00 PM	6.00 PM	8.00 AM	1.30 PM	7.00 PM	
Lv. PHILADELPHIA	12.30 PM	2.17 PM	N 6.12 PM	8.31 PM	10.17 AM	4.16 PM	9.21 PM	
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.16 PM	8.09 PM	10.60 PM	12.16 PM	7.45 PM	11.23 PM	
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.26 PM	8.00 AM	11.32 PM	
Lv. WASHINGTON, NEW UNION STA	4.06 PM	5.30 PM	9.10 PM	12.40 AM	1.22 PM	9.10 AM	12.30 AM	
Ar. DEER PARK HOTEL								
Ar. PITTSBURG			6.45 AM		9.42 PM	6.25 PM	8.50 AM	Lv. 5.25 PM
Ar. CLEVELAND			12.00 PM					
Ar. WHEELING (EASTERN TIME)		5.35 AM				9.00 PM		Lv. 5.15 PM
Ar. COLUMBUS (CENTRAL TIME)		8.46 AM						9.25 PM
Ar. CHICAGO		5.16 PM			9.45 AM			7.30 AM
Ar. CINCINNATI	8.05 AM			6.35 PM		1.46 AM		
Ar. INDIANAPOLIS	11.45 AM			10.36 PM		6.35 AM		
Ar. LOUISVILLE	11.50 AM			9.35 PM		7.20 AM		
Ar. ST. LOUIS	5.50 PM			7.28 AM		1.40 PM		
Ar. OHATTANOOGA	7.30 PM			6.40 AM				
Ar. MEMPHIS	11.25 PM			8.35 AM				
Ar. NEW ORLEANS	10.55 AM			8.16 PM				

Pullman Sleepers to all points. + Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE MAY 17, 1908.								
EASTWARD								
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 8 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM DAILY	No. 14 EXPRESS DAILY	
Lv. CHICAGO			5.00 PM	10.40 AM			8.30 PM	
Lv. COLUMBUS				7.00 PM				
Lv. WHEELING (EASTERN TIME)		5.00 PM		12.25 AM			10.60 AM	
Lv. CLEVELAND			7.30 PM		3.00 PM			
Lv. PITTSBURG			8.00 AM		10.00 PM		1.16 PM	
Lv. ST. LOUIS	* 9.00 AM	1.46 AM				* 6.00 PM	9.28 PM	
Lv. LOUISVILLE	2.10 PM	8.10 AM				2.30 AM		
Lv. INDIANAPOLIS	3.00 PM	8.06 AM				4.12 AM		
Lv. CINCINNATI	* 6.35 PM	12.16 PM				8.00 AM		
Lv. NEW ORLEANS		9.16 AM				7.10 PM		
Lv. MEMPHIS		8.35 PM				6.36 AM		
Lv. OHATTANOOGA	4.45 AM	11.36 PM						
Ar. DEER PARK HOTEL								
Ar. WASHINGTON, NEW UNION STA	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.40 AM	2.37 AM	10.25 PM	
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.60 AM	6.60 PM	1.47 PM	7.60 AM	3.42 AM	11.30 PM	
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.61 AM	1.10 AM	
Ar. PHILADELPHIA	4.05 PM	10.16 AM	8.19 PM	4.05 PM	10.16 AM	6.00 AM	3.35 AM	
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 PM	6.22 AM	
Ar. NEW YORK, 230 STREET	8.46 PM	12.46 PM	10.50 PM	6.46 PM	12.46 PM	8.43 AM	6.33 AM	

Pullman Sleepers from all points. * Daily. + Daily except Sunday.

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TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

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IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

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No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Parlor and Observation Parlor Cars Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

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No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Observation Parlor Car New York to Pittsburg. Dining Car, a la carte, New York to Philadelphia.

No. 501. Parlor Car New York to Washington and Richmond. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. Five Hour Train. Buffet Observation Parlor Car New York to Washington.

No. 509. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Cincinnati-St. Louis Limited. Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

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No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Drawing Room Sleeping Car Richmond, Va., to Pittsburg. Dining Car Conneville to Pittsburg.

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EASTWARD.

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No. 4. Cincinnati-New York Limited. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

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No. 8. Chicago-New York Express. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

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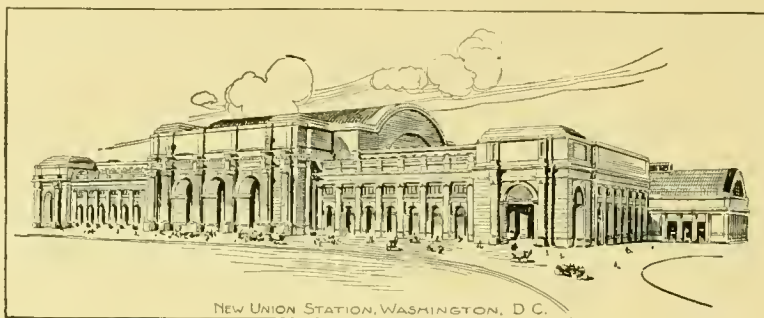
The popularity of DEER PARK is due to its desirable altitude, 2,800 feet above the sea level, out of reach of malaria and mosquitoes; and its magnificent parking of 500 acres of forest and lawn, and miles of perfectly kept roadways, afford most delightful surroundings.

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and Richmond, Fredericksburg & Potomac Railroad

Through Pullman Service

BETWEEN

PITTSBURG AND **RICHMOND, VA.**

DAILY IN BOTH DIRECTIONS

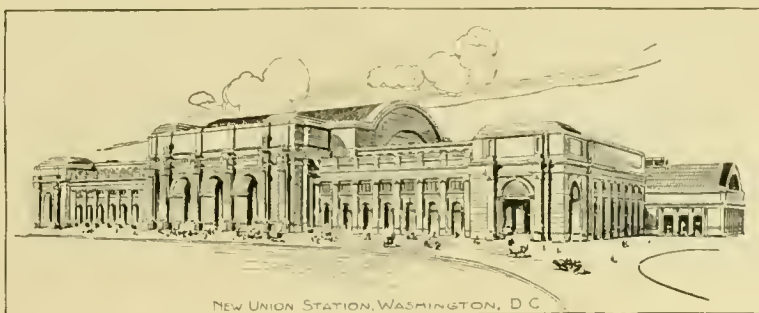
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Ar WASHINGTON (New Union Station)...	2.37 am
Lv WASHINGTON, R. F. & P.....	4.20 am
Ar RICHMOND, Byrd St.....	7.50 am

Lv RICHMOND, R. F. & P., Byrd St...	8.20 pm
Ar WASHINGTON (New Union Station)...	11.50 pm
Lv WASHINGTON, B. & O.....	12.30 am
Ar PITTSBURG	8.50 am

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Philadelphia Washington
 and **Richmond, Va.**

DAILY EXCEPT SUNDAY, VIA

**Baltimore & Ohio Railroad, Washington Southern Railway and
 Richmond, Fredericksburg & Potomac Railroad**

SOUTHBOUND

Lv NEW YORK, 23d St. Terminal.. 9.50 am
 Lv NEW YORK, Liberty St.....10.00 am
 Lv PHILADELPHIA,
 24th and Chestnut St. Station ..12.30 n'n
 Lv BALTIMORE, Mt. Royal Station 2.43 pm
 Lv BALTIMORE, Camden Station.. 3.00 pm
 Ar WASHINGTON, Union Station.. 3.50 pm
 Lv WASHINGTON, Union Station.. 4.50 pm
 Ar RICHMOND, Byrd St. Station.... 9.00 pm

NORTHBOUND

Lv RICHMOND, Byrd St. Station....12.01 n'n
 Ar WASHINGTON, Union Station.. 2.45 pm
 Lv WASHINGTON, Union Station.. 3.00 pm
 Ar BALTIMORE, Camden Station.. 3.44 pm
 Ar BALTIMORE, Mt. Royal Station 3.52 pm
 Ar PHILADELPHIA,
 24th and Chestnut Streets..... 5.50 pm
 Ar NEW YORK, Liberty Street 8.00 pm
 Ar NEW YORK, 23d Street 8.10 pm

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AND CONNECTIONS

Baltimore & Ohio R.R.

EAST AND WEST



CALENDAR - 1908



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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BOOK OF THE

ROYAL BLUE



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ALASKA-YUKON-PACIFIC EXPOSITION, SEATTLE

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C O N V E N I E N T
S C H E D U L E S

NORTHBOUND.

Lv. Washington.....	3.00 pm
New Union Station.	
Ar. Baltimore	3.44 pm
Camden Station.	
Lv. Baltimore	3.48 pm
Camden Station.	
Lv. Baltimore	3.52 pm
Mt. Royal Station.	
Ar. Wilmington	5.17 pm
Ar. Philadelphia	5.50 pm
24th and Chestnut.	
Ar. New York	8.00 pm
Liberty Street.	
Ar. New York	8.10 pm
23d Street.	

SOUTHBOUND.

Lv. New York	3.50 pm
23d Street.	
Lv. New York	4.00 pm
Liberty Street.	
Lv. Philadelphia.....	6.12 pm
24th and Chestnut.	
Lv. Wilmington	6.44 pm
Ar. Baltimore	8.09 pm
Mt. Royal Station.	
Ar. Baltimore	8.13 pm
Camden Station.	
Lv. Baltimore	8.16 pm
Camden Station.	
Ar. Washington.....	9.00 pm
New Union Station.	

Important Change Effective September 17, 1908

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SOUTHBOUND

Lv NEW YORK, 23d St. Terminal.. 1.50 pm
Lv NEW YORK, Liberty St..... 2.00 pm
Lv PHILADELPHIA,
24th and Chestnut St. Station.. 4.16 pm
Lv BALTIMORE, Mt. Royal Station 6.09 pm
Lv BALTIMORE, Camden Station.. 6.16 pm
Ar WASHINGTON, Union Station.. 7.00 pm
Lv WASHINGTON, Union Station.. 7.35 pm
Ar RICHMOND, Byrd St. Station.... 10.45 pm

NORTHBOUND

Lv RICHMOND, Byrd St. Station.... 12.01 n'n
Ar WASHINGTON, Union Station.. 2.45 pm
Lv WASHINGTON, Union Station.. 3.00 pm
Ar BALTIMORE, Camden Station.. 3.44 pm
Ar BALTIMORE, Mt. Royal Station 3.52 pm
Ar PHILADELPHIA,
24th and Chestnut Streets..... 5.50 pm
Ar NEW YORK, Liberty Street 8.00 pm
Ar NEW YORK, 23d Street 8.10 pm

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ONLY 5 HOURS

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BETWEEN

PITTSBURG

AND

RICHMOND, VA.

DAILY IN BOTH DIRECTIONS.

Pullman Drawing-room Sleeping Cars

Lv PITTSBURG, B. & O.....	6.00 pm
Ar WASHINGTON (New Union Station)...	2.37 am
Lv WASHINGTON, R. F. & P.....	4.20 am
Ar RICHMOND, Byrd St.....	7.50 am

Lv RICHMOND, R. F. & P., Byrd St...	8.20 pm
Ar WASHINGTON (New Union Station)...	11.50 pm
Lv WASHINGTON, B. & O.....	12.30 am
Ar PITTSBURG	8.50 am

SHORTEST ROUTE

DINING CAR SERVES DINNER FROM PITTSBURG
DINING CAR SERVES BREAKFAST INTO PITTSBURG

BOOK OF THE ROYAL BLUE

SEPTEMBER, 1908

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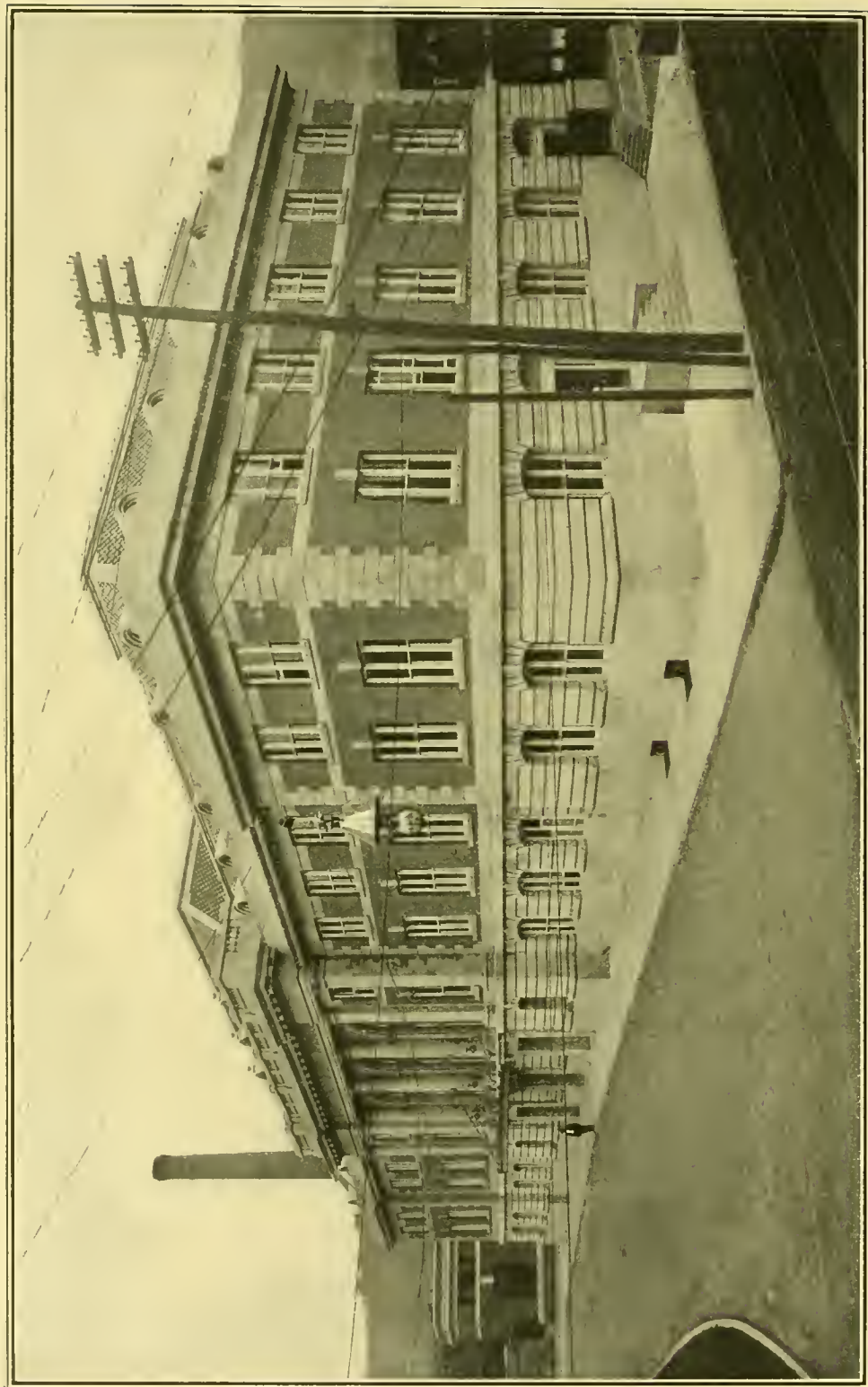
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PRICE, 5 CENTS.

50 CENTS PER YEAR.



NEW BALTIMORE & OHIO RAILROAD PASSENGER STATION, WHEELING, W. VA.

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR.

VOL. XI.

BALTIMORE, SEPTEMBER, 1908.

NO. 12.



MAIN ENTRANCE TO STATION, ON 16th STREET

New Baltimore & Ohio Passenger Station at Wheeling, W. Va.



THE splendid new passenger station of the Baltimore & Ohio Railroad at Wheeling, W. Va., which was opened for business on September 3d, marks another era in the history of this beautiful little city on the Ohio River.

Wheeling boasts of its ancestry, and stirring romance and adventure enveloped its early settlers. The white man's first

settlement is recorded as early as 1749, when the DeCelaron expedition took possession of the territory in the name of Louis XV. As a defense against the Indians, the white men built "Fort Fin-castle," which was afterwards named "Fort Henry," after Patrick Henry, the illustrious-governor of Virginia. This little fort withstood three attacks; the first in 1777, when it was besieged by the Indians; the second in 1782, when the English in the

Revolutionary War made their last stand against the Continental Army. The site then occupied by the fort is now in the business portion of the city, on Main Street north of 11th, and is marked by a granite slab.

The beautiful hills of Ohio and West Virginia attracted the hearty pioneers in spite of the hardships known to exist. The original Wheeling was laid out in 1793, and the surrounding country fast became populated, and when the great caravans of

been the greatest factor in the prosperity of the city. It marked a new era for Wheeling and its progress since then was rapid and substantial. It was put on a firm business basis where she could cope with any city in the United States. For the manufacture of nails, pottery and tobacco it made for itself a reputation which it still sustains. The manufacture of smoking tobacco alone has advertised the city throughout the country, and the "Wheeling Stogie" is well known to all smokers.



MAIN WAITING-ROOM AND TICKET OFFICE

conestogas headed for the great Western country, Wheeling was invariably the stopping point on the Ohio River. Later on, when the National Pike was laid out by the Government, its objective point on the Ohio River was Wheeling. When the first railroad of the land, the Baltimore & Ohio, started from Baltimore to cross the mountains to the Ohio River its objective point also was Wheeling. The opening of the Baltimore & Ohio to Wheeling, January 13, 1853, was an event of great importance and value to Wheeling, and this railroad has

To-day the population of the city alone is about 50,000, but its suburban residents number nearly 80,000.

The new Baltimore & Ohio station, just completed, has awakened anew its progressive spirit, and there is probably no other city of its size in the country which can boast of more up-to-date facilities for the handling of passenger business than that afforded by the station and its approaches. The old Baltimore & Ohio landmark, which was once Wheeling's pride, will be torn away.

The new passenger station is situated in the southwestern part of the city, between 16th and 18th and Chapline and Market streets, and is approached by the tracks over a steel viaduct nearly 1,000 feet long, this viaduct spanning Wheeling Creek and Chapline and Market streets at either end of the building, and extending beyond the station several hundred feet to the street grade at Eoff Street.

When completed, the entire new layout at Wheeling will include passenger station,

the prominence given the three large entrances on the principal front. The exterior walls are of brick, with granite base, to first-story window sill course, and Bedford (Ind.) limestone facing to second floor line. The second and third story walls are faced with genuine "Harvard" hand-made red brick and trimmed with limestone and terra cotta, the terra cotta matching the limestone in color and finish. The roof is covered with green-glazed terra cotta tiles.

The first floor construction is entirely



MAIN WAITING-ROOM, LOOKING TOWARD THE TRAIN SHEDS

steel viaduct, power plant, signal tower and bridge, umbrella sheds, freight and coach yards and freight houses. Of this layout all is now practically completed, except the freight houses, and these will be completed as soon as other parts of the work will permit.

The passenger station is an entirely fire-proof building, about 90 feet wide by 250 feet long, and three stories high. It is designed in an Americanized French Renaissance style of architecture, and while serving as an office building as well as a station, the station idea has been emphasized through

of reinforced concrete to avoid damage to the construction from high water. Above the first floor all framing of floors and roof is of steel, with reinforced concrete slab construction. All interior partitions are of porous, hollow terra cotta tile.

The building is heated by steam and lighted by electricity, and four electric elevators are provided, one each for baggage and express and two to serve the office floors.

All accommodations for the traveling public are located on the first floor, slightly above street grade, and passengers reach the

elevated tracks on the viaduct by two broad flights of massive reinforced concrete stairs, leading up between the tracks to the umbrella sheds, thus avoiding the crossing of tracks at any time. The elevated tracks pass the station on the south at about second-floor level, while the principal front of the building is to the north, on the plaza, which was formed by the railroad company of land bought especially for the purpose.

Entering the station from the plaza one enters directly the large general waiting-

fixtures, distributed one each in the center of each ceiling panel. The walls of this room are painted a rich scarlet lake, toned slightly toward terra cotta red, with all window and door trim, pilasters, beams, etc., an old ivory white, and the ceiling a light buff. The bases of the pilasters are bronzed and the caps are gilded.

The ornament on the ceiling beams, etc., is picked out in gold, scarlet and blue, the colors being made to harmonize with the



CORRIDOR AND ELEVATOR TO OFFICES

room, which is 55 feet wide by 90 feet long, and 30 feet high. This room is decorated architecturally with massive Tuscan pilasters and heavy-beamed ceiling. It is wainscoted throughout with Verde-Antique marble, and the floor is laid with white marble tile, with dark red borders. Three large art glass ceiling lights light the middle of the room through skylights in the roof, while the room is lighted electrically by twelve specially-designed bronze pilaster bracket lights, carrying three large opal globes each, and fifteen large special bowl

colors of the art glass ceiling lights. The finish on all electric fixtures is dull old brass, to match the hardware throughout the building. The general effect of the room is that of richness and dignity.

From the general waiting-room a corridor leads to the left to the baggage and parcel check rooms, and to the right to the express company's rooms and offices, these two departments being located in the extreme ends of the building.

Opening directly into the general waiting-room on the right are the men's and

women's waiting-rooms, separated by the corridor, the women's room fronting on the plaza, and the men's room on the track side. Each of these rooms, as well as the corridors, first floor, is floored and finished to correspond to the finish of the general waiting-room.

The ticket and telegraph offices and news stand and information bureau are located on either side of general waiting-room, just before passing through the doors leading to the tracks. Ample toilet accommodations

and finished with a dull wax finish. All office walls are tinted light buff, with ceilings about two shades lighter. A complete system of intercommunicating electric bells and telephones is installed, connecting all offices.

In order to further add to the attractiveness of the station grass plots are laid out on the north and south fronts and shrubs and flowers will be planted as soon as conditions permit.

The elevated steel viaduct, before mentioned, is, to be exact, 935 feet long by 86



ELEVATED TRACKS AND TRAIN SHEDS

are provided for the public and all offices. All toilets are wainscoted with white marble and have floors of terrazzo.

Above the first floor is located the offices for the various railroad officials, etc., each office floor being provided with file rooms and vaults for the storage of records. The attic will be fitted up for a large dormitory for trainmen.

All office floors throughout are laid with edge grain yellow pine, and all standing finish is of quarter-sawn white oak. Oak throughout is stained a dark Flemish brown

feet wide, and carries four rock-ballasted tracks and two concrete platforms with steel umbrella sheds. The entire viaduct has a reinforced concrete floor, waterproofed, and drained so that the overhead traffic will not in any way inconvenience the public on the streets below.

The two umbrella sheds, each about 660 feet long, are of the butterfly type, supported on heavy fluted cast-iron Ionic columns, the column bases being bolted to the steel framing of the viaduct. The roofs of umbrella sheds are of light steel framing, sheathed

with wood and covered with composition roofing. Down spouts are carried down inside of the columns and connected to the drainage system of the viaduct, so as to be nowhere visible.

The signal tower is located on Chapline Street on the opposite side of the viaduct from the passenger station, and in design and details of construction harmonizes with the station building. It is three stories high, the third story, which is the signal room, being covered with sheet copper. It is

passenger station. Coal for operating the plant is dumped direct from the cars on the viaduct into the bins in front of the steam boilers, and a Custodis radial brick chimney, 125 feet high, is provided, of ample size to accommodate the plant running at its full capacity.

In addition to the steam for heating the buildings, as above noted, this power plant furnishes direct electric current at 220 volts for operating motor-driven passenger and freight elevators in the passenger station,



ELEVATED TRACKS OVER WHEELING CREEK

heated and lighted from the central power plant and controls, electrically, all signals on the signal bridge over the umbrella sheds and all switches leading onto the viaduct, the switches being operated by compressed air.

Across Chapline Street, west of the passenger station, is located the power-house, which furnishes all heat, light and power for the Wheeling terminal layout. The building is about 100 feet long by 60 feet wide, and two stories high, and is of fire-proof construction throughout, being of design and detail of finish to harmonize with

and alternating current for incandescent and arc-lighting purposes, not only at the station and approach, but in the coach yard located at 27th Street, the freight yard adjacent to the power-house, as well as freight station, etc., located near the site of the old passenger station. It is probable that within the near future electricity for operating lights and for power purposes at Benwood Junction, possibly Bellaire, and also for operating the twenty-five-ton crane at South Street, Wheeling, will be furnished from this plant.

The equipment in the power-house consists of two 250 horse-power water-tube safety boilers, with room for a third unit of 250 horse-power or a total ultimate capacity of 750 horse-power. The engine-room equipment consists of two 100-kilowatt engine-driven generating sets. Provision has been made for the installation of a third generating unit when required. Two motor-generator sets, each of twenty-five kilowatts' capacity, have been installed for supplying direct current at 250 volts for operating the elevator equipment. Two small steam-driven air compressors for supplying air for use in connection with the interlocking and signal systems have also been installed in this power-house. A modern switchboard has been provided for controlling and measuring the electrical output of the power plant. From the power-house cables are extended across the structural work over Chapline Street to the passenger station, where the cables are carried through cableways to the attic, a distributing board being provided in the attic of the main station for controlling the various lighting and power circuits required in the building. Three twenty-five-kilowatt, single-phase, 440-110-volt, oil-immersed transformers are installed in fireproof vaults in the attic of the station

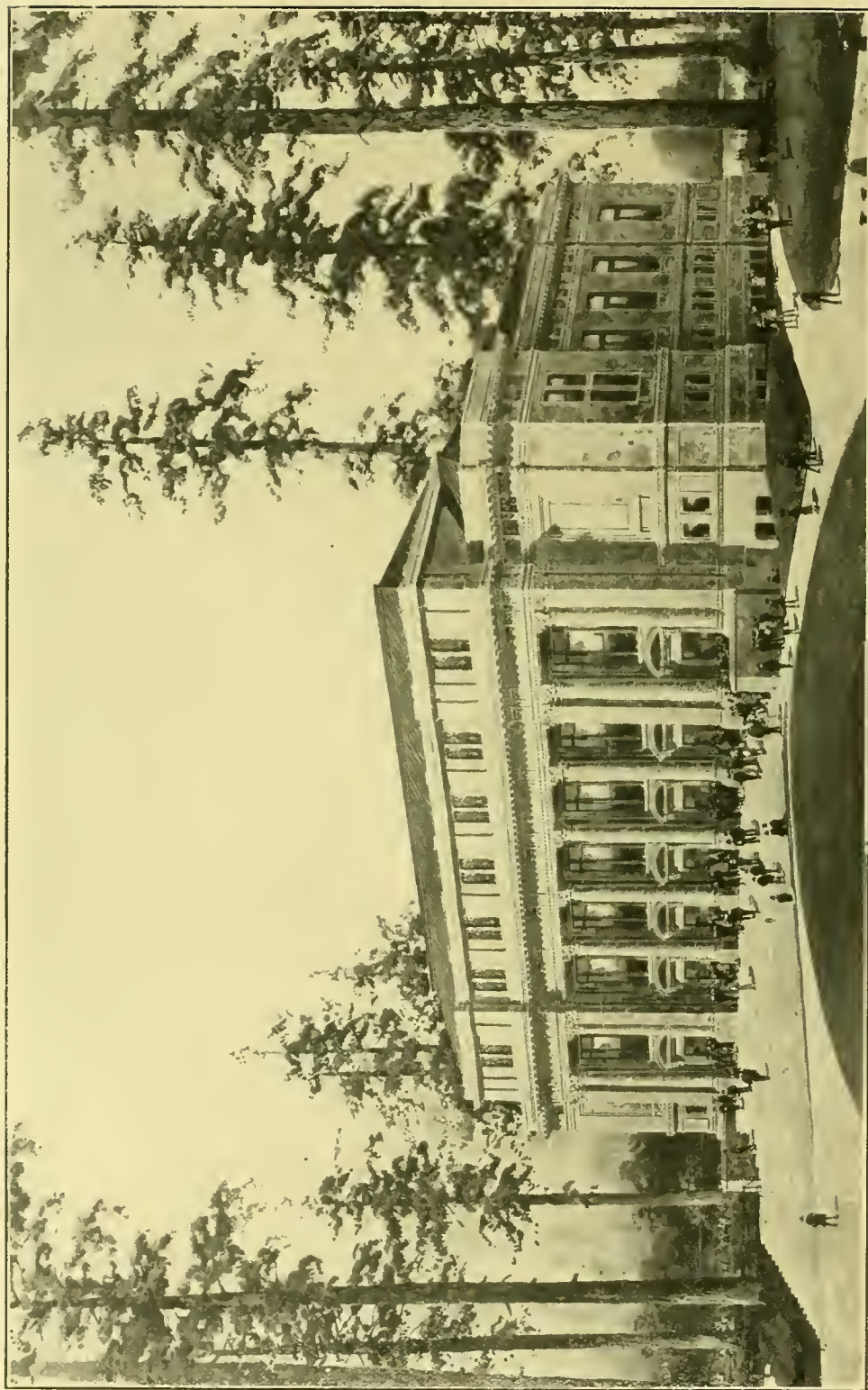
for reducing the voltage from 440 to 110, at which pressure it is required at the lamps. Only two of these transformers are necessary, the third being provided for emergency use only. The lighting circuits for the umbrella sheds are also taken from this point, local distributing cabinets being provided at the foot of the stairway leading to trains, whereby the station master has under his control the lighting of the umbrella sheds. The lighting effect throughout the building and umbrella sheds is most excellent, particularly the main waiting-room, where special efforts have been made to provide a uniform distribution of light throughout the entire room, the fixtures being designed in keeping with the style of the architecture.

This entire Wheeling terminal layout has been planned and erected under the direction of D. D. Carothers, chief engineer, while the architectural design and detail of the work in its entirety has been executed under the direct supervision of M. A. Long, the company's architect.

The power plant, bridges or viaduct, the signals, etc., in connection with this improvement were handled by the railroad company's various officials having charge of such work.



THE OLD PASSENGER STATION AT WHEELING



PERMANENT AUDITORIUM AT ALASKA-YUKON-PACIFIC EXPOSITION

The Alaska-Yukon-Pacific Exposition



THE Alaska-Yukon-Pacific Exposition, which is to be held at Seattle, Wash., from June 1 to October 16, 1909, has made more rapid progress toward completion than any other national exposition ever held in the United States. On August 1st the management was able to estimate conservatively that the exposition was 65 per cent complete in its

pseudo exhibit buildings. The exposition will have ten large exhibit buildings. These are: Manufactures, Agriculture, Mines, Fisheries, Fine Arts, Machinery, Transportation, Oriental, European and Forestry. In addition, there will be the usual complement of private exhibit buildings, State buildings and concession buildings, making a total of about one hundred buildings.

The United States Congress has officially recognized the exposition by appropriating

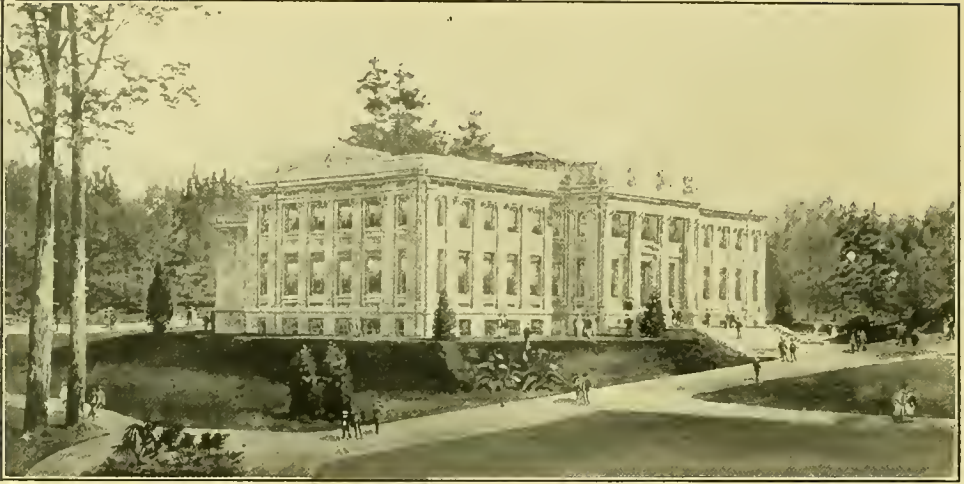


WASHINGTON BUILDING, ALASKA-YUKON-PACIFIC EXPOSITION

physical work. There yet remain ten months in which to put on the finishing touches, and the management is able to announce that without doubt the exposition will be complete in every department on the day fixed for the formal opening. The exposition company is amply supplied with funds for completing its work. The capital stock of the controlling corporation, fixed at \$800,000, has been fully subscribed and paid in, and the several counties of the State of Washington have contributed in the way of direct aid over \$200,000 more. Many of the counties will erect buildings of their own, which will to a certain extent be

\$600,000 for a Government exhibit and six buildings. The Government exhibit will be the finest ever made by the Government at any exposition, except the exhibits at the Chicago and St. Louis expositions. Special attention will be given by the Government to exhibits from Alaska, Hawaii and the Philippines and of Pacific Ocean fisheries. Generally speaking, the exhibits under the direction of the Government will be of the practical kind and will pertain, commercially and in all other particulars, to the substantial development of the Pacific West.

A large number of the States of the Union are making arrangements for their participa-



PALACE OF FINE ARTS. ALASKA-YUKON-PACIFIC EXPOSITION

tion. Oregon made an initial appropriation of \$100,000 and will give \$50,000 more at the 1909 session of its legislative assembly. Oregon's building is nearly complete. California has broken ground for a large building, in the old Spanish mission style of architecture, and already finds that it will need more money in addition to the \$100,000 appropriation made by its Legislature in 1907. Washington appropriated \$1,000,000 for its participation and will erect a number of buildings, among them a State building, which will be the finest and most costly State building ever seen at an exposition. The New York and Missouri commissions have already selected their sites and will begin building in the near future. Other States are going ahead similarly with their plans. All of the Pacific Coast and Rocky Mountain States will be represented by State buildings and State exhibits.

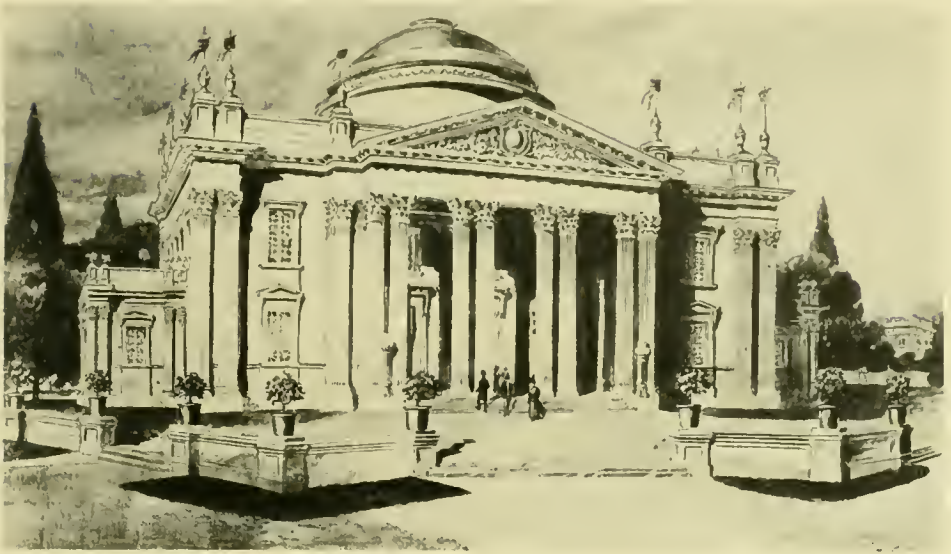
Thousands of applications for exhibit space have been received by the exhibit

department. Life, color, demonstration and motion will be the chief characteristics of the exhibits of the exposition. Reports from commissioners to foreign countries are to the effect that foreign participation will be extensive. Commissioners are now working in England, France, Germany, Holland, Belgium, Egypt, Turkey, Algiers, Persia, China and Japan. Many displays have been secured from the Franco-British Exposition, now being held in London. The exhibit buildings will be ready for the reception of exhibits on January 1, 1909. All the grading and landscaping on the grounds have been completed, so that when the opening day comes the exposition will be a marvel of beauty.

The amusement section of the exposition, known at Chicago as the "Midway," at St. Louis as the "Pike," at Portland as the "Trail," and at Jamestown as the "Warpath," will be known at Seattle as the "Pay Streak," a term well known to



CALIFORNIA BUILDING. ALASKA-YUKON-PACIFIC EXPOSITION



OREGON BUILDING, ALASKA-YUKON-PACIFIC EXPOSITION

miners in all countries, and especially to those who have worked along the Pacific Coast and in Alaska. The "Pay Streak" will be three-quarters of a mile in length and will have only meritorious attractions. It is the aim of the exposition company to get away from the old and threadbare class of amusement feature at expositions.

Seattle is amply able to care for all visitors who may come to its exposition in 1909. It is a city of 275,000 people, well supplied with hotels. It will be possible for a visitor to the exposition to secure in Seattle next year meals and lodging accommodations for any price that he may desire to pay. In the first-class hotels it will be possible to secure as good a room as in any first-class

hotel in New York, at a cost no larger per day than the prices prevailing in New York. Transportation facilities are ample, and it will be possible for a visitor to go from the heart of the city to the exposition grounds in twenty minutes.

Besides the wonders of the exposition, Seattle and the surrounding country will offer many other attractions. Beautiful Puget Sound, the wonderful lakes and snow-capped mountains will give the visitor a great scenic treat. In addition to the many places of interest in and about Seattle there are many delightful side trips that can be made by rail, boat, carriage or automobile in a short time and at moderate expense.





4th INFANTRY, MAR 1900
Arrival at Mount Royal Station of the Baltimore & Ohio Railroad at Baltimore



10 NATIONAL GUARD

July 15, 1908. Returning from "Camp of Instruction," Pine Camp, N. Y.

Mimic Warfare at Pine Camp, New York

"In Times of Peace Prepare for War"



IF a nation desires to keep from getting rusty it must have its army and navy keyed up by constant practice in times of piping peace. Ten years ago the United States was the laughing stock of all nations when it went to war with Spain. Nearly every other nation predicted ignominious defeat when the trouble began. But when first the thirteen rotten hulks of Spain disappeared below the water line in Manila Bay as fast as Admiral Dewey could load his guns, and later when the flower of the Spanish navy, in endeavoring to get away from Admirals Sampson and Schley, also helped to enrich Davy Jones' locker, all nations sat up and took notice.

Then began such a national introspection as was never before known in the world. They realized that Uncle Sam, while burning up a lot of powder, had been using it for other purposes than merely 4th of July celebrations. He had been shooting at targets instead of sitting on a rail fence and whittling. Army and navy maneuvers and target practice became immensely popular the world over. The wily Jap, the best imitator in the world, took his tactics from Uncle Sam and won out against the Russian bear.

It is a comparatively easy thing to estimate the navy strength of nations, but not so the military. The military strength of the United States is not based on the figures of the standing army; the real fighting force may be estimated safely on a goodly percentage of the 80,000,000 population. The total strength of the regular army is 62,513; with this we can safely rely on our "modern minute men"—the national guards of the various States, who are quite a host in themselves. These are the boys who are often referred to as the "tin soldiers," but they have become a valuable asset to Uncle Sam. The national guard of to-day is quite a different organization from what it was a few years ago. These organizations have striven to attain the standard of the regular army, and they are virtually under the supervision of army officers, and at the various camps of instruction established by the Government the State organizations are invited to join with the regulars.

The governors of the States are invited to select a regiment to represent their respective States, at the nearest camp, at an appointed time. The regiment is selected with due regard to both personnel and proficiency.

Army and navy maneuvers have become serious problems, in which intense rivalry exists among the opposing forces, notwithstanding the mimicry of the sham battles. Orders are given which must be followed out to the letter, in precisely the same manner as though the battles were real. Failure or success in carrying out these orders, and developing situations, is tallied for or against the commanding officer and his forces. Therefore, it is up to the soldier or sailor to do his best.

Last July a camp of instruction was established at Pine Camp, Jefferson County, New York, under command of Major-General Frederick D. Grant, and several regiments of national guards of nearby States were invited to participate in the maneuvers.

Among the States represented was Maryland, and the governor of that State sent the 4th Infantry, Maryland National Guard, 666 officers and enlisted men, under command of Col. Charles F. Macklin, to represent that State.

The regiment arrived at Pine Camp at 7.30 p. m., July 5th, reaching its camping grounds, a mile and a half away, at 9.00 p. m. Instead of erecting "dog tents" for the night's shelter, regulation quarters were established before midnight and the regiment snugly settled in tents.

When the bugle sounded "Reveille" the next morning, headquarters was agreeably surprised to note the dispatch with which the late comers got down to business.

At the "Camp of Instruction," as this rendezvous was known, besides the usual inspection and drills, the participating regiments were divided into two opposing forces, designated the "Blues" and the "Browns," and to many of the soldiers the methodic orders and commands of warfare were new. Sealed orders were issued at headquarters and commands were obeyed to the letter. No one knew the place of attack and the war game commenced.

A "war correspondent" of the 4th Maryland regiment furnished the following

interesting details of one of the maneuvers, strictly from his own point of view, which reads like the real thing:

"Thoroughly prepared to defend Pine Camp against the attack of the army of the

'Browns,' the 4th Maryland infantry, a part of the army of the 'Blues,' marched from its camp to take position out in the rough, sandy country which has been the theater of 'war,' with the following orders:

FIELD ORDER No. 5.

Headquarters Blue Force, one-quarter mile east of railroad crossing,
on road No. 4 to No. 12.

Troops in Order of March:

- A Battalion, 4th Maryland.
- B Battalion, 4th Maryland.
- C Battalion, 4th Maryland.
- D Co. E, 2d Battalion, Engineers.

July 10, 1908, 5.45 a. m.

1. The enemy's outposts are reported to be between this place and Sterlingville. Our main body is in bivouac, as during the night.
2. The main body of the force will assemble and move to take up a defensive position extending from railroad through position of reserve of outposts to crossroads No. 1. Movement will begin at once.
3. 1st Battalion, 4th Maryland, on right; 2d Battalion, 4th Maryland, in center, and 3d Battalion, 4th Regiment, on left.
4. The 1st corps of cadets (Mass.), now on outpost, will be withdrawn at 6.30 a. m. and will take position "as reserve" under cover 200 yards in rear of left of line.
5. Co. E, Engineers, will proceed to line of defense and clear the foreground and distribute intrenching tools along the line of defense, with which the troops of 4th Maryland will intrench.
6. I will be with the reserve.
7. Trains will follow troops and halt in road 1.4 half mile south of No. 4.

By order of Colonel Macklin
Lytle Brown,
Chief of Staff.

Dedicated to

Adjutants, Commanding Officer Co. E, Engineers.
Copy to Commanders of Outposts.

"Out in the woods the 'Blue' force bivouacked with its outposts and pickets, one mile from camp. The 'Brown' force bivouacked somewhere near Sterlingville, six or eight miles from the defending lines. The 'Blue' brigade was under the command of Col. Charles F. Macklin, of the 4th Maryland. His staff consisted of Capt. Lytle Brown, corps of engineers U. S. A., chief of staff; Capt. J. Frank Ryley (acting adjutant of the 4th), adjutant-general, and Major W. G. Guy Townsend, chief surgeon.

"It comprised the 4th Maryland regiment, the 1st corps of cadets, Massachusetts volunteer militia, and Company E of the United States engineers. The 'Brown' force, under command of Col. W. G. Price, of the 3d Pennsylvania National Guard, Capt. F. W. Lewis, 29th United States Infantry, chief-of-staff, comprised the 3d Pennsylvania National Guard, 2d Connecticut National Guard and 1st Separate Company, Connecticut National Guard.

"Colonel Macklin's column was ordered to march on July 9th to a field near an abandoned house, a half mile west of the railroad, some little distance from camp,

and bivouac. There the little 'dog tents' were pitched and the men went into bivouac, while the outposts and the chain of sentinels were thrown out to keep vigil and prevent the enemy from effecting a surprise in the darkness. The railroad and a bridge over Black River were the two most important strategic points, and these had to be defended to the best of the troops' ability. On them depended the safety of the camp and the base of supplies. It was the first outpost, the others relieving it through the night. Sealed instructions were given each commanding officer, to be opened at 5.30 a. m., Friday, July 10, 1908.

"The instructions to the commanding officers of the 'Blue' force were: 'The leading element of your command will be formed resting on the railroad crossing, ready to move at 6.00 a. m., Friday, July 10th. You will then advance in the direction of Sterlingville until you find a good defensive position, which will be put in the best state of defense that the time will admit, for resisting the advance of a force approaching from the direction of Sterlingville.'

"A preliminary skirmish occurred when the 'Brown' force advanced, stretching a skirmish line around the defending 'Blue' force. The enemy's cavalry was engaged several times. One troop that tried to break through the lines was captured.

"By a judicious selection of a place of intrenchment the 4th Maryland infantry, acting as the main body of the militia part of the army of the 'Blues,' succeeded in repulsing a brigade of the enemy, the army of the 'Browns,' that outnumbered the 'Blue' army at least two to one. The 'Browns' suffered great loss, having been 'slaughtered' by companies and captured in squads. In holding its position against the 'Browns' the 4th ran up against the hardest proposition it had yet encountered. But for the sending of the 1st corps of cadets, Massachusetts militia, which was acting as the reserve, it is doubtful if the intrenchments could have been held.

"The action took place about two miles outside Pine Camp, Macklin's column proceeding out until a good place for a stand was encountered. Being a force inferior in numbers, its duty was to pick out the first place where it could defend itself against the hostile 'Browns.'

"The total 'loss' of the 4th Maryland was three officers and two squads from G and H companies 'killed' in action.

"All through the dark night the patrols of the 'Blues' and the 'Browns' scouted through the country, feeling for each other. The 'Blues' had absolute orders not to cry out at the approach of other men. Two raps on the stock of the rifle were given, and if the signal were not answered it showed that the intruders were the enemy.

"A number of patrols of the 'Browns,' creeping up trying to locate the 'Blues,' were captured and sent to the rear. Once a detachment of Company B of the 4th, crawling through the underbrush, saw a patrol of the 'Browns' creeping toward them. They let them get within a comparatively short distance, and then, it being strict orders not to open fire and betray the 'Blues' position, gave chase. Over a good-sized farm they chased the 'Browns,' but the latter got away.

"Just about daybreak, when the country looked weirder and wilder than ever, the troops broke bivouac and started to look for a better position in which to defend themselves against the 'Browns.'

"Intrenchments were dug in the wildest

place possible to imagine. Position was taken for defense in a spot covered with the thickest kind of growth and abounding with deep ravines and gullies. To the right of the line was the 3d battalion of the 4th, under the command of Major Robinson. Its position was impregnable because of the rapidly flowing west branch of Black River in front and the nature of the country all around.

"Four companies of the Massachusetts men were designated as reserves and stayed behind the line.

"Company E United States engineers in the meantime distributed shovels along the line and proceeded to cut away for 500 yards in front every bit of brush that would obscure the defenders. The men dug intrenchments, using shovels, tin cups and mess cans. The trees felled were topped on their smaller branches and brush entanglements, to impede the enemy, were set up and the men concealed themselves by encircling their hats in brush and leaves. All this time the 'Browns,' lost in the jungle, were trying to find their way toward the place where the 4th was waiting for them and sent out scouts. Soon the scouts came up, and the sharpshooters in the firing line opened on them at long range. The troops of the 'Blues' were so well intrenched and hidden by leaves that the 'Brown' scouts came within fifteen yards of them before discovering them. They were captured and sent to the rear and proved to be men of the Connecticut colored company. When the thirty or more prisoners were compelled to stack arms and their ammunition taken away, the victorious troops gathered it by the hatfuls to keep as souvenirs. Then the main body appeared and the umpires had the time of their lives ruling out the 'dead' men.

"The 'Browns' opened first on the center and they got all that they wanted in the shape of return fire. Every man on both sides acted as if the blank cartridges really carried death with them, but the 4th managed to keep cool and not waste its ammunition.

"Finally, with the help of the Massachusetts corps, the 'Browns' were repulsed and many of them captured.

"A laughable incident is related concerning the capture of a colored lieutenant who, on being bled for information, grinned and replied, 'I'se dead,' and none could dispute him."

Antietam Field

The Great Battlefield Where Forty-six Years Ago 24,000 Men Lay Dead and Wounded at One Time, Now a Scene of Peace and Beauty

By T. C. HARBAUGH, in the Middletown "Register"



It is a rare summer Sabbath and I have been set down in this old town nestling in the valley of the Antietam and almost within sound of the lapping waters of that historic stream. I have crossed the mountain range, scaling the crest of the Blue Ridge to glide along

Battle of Sharpsburg, but the North knows it as Antietam. The latter name is the most euphonious. Lee was whipped at South Mountain (September 14, 1862) and fell back upon the Antietam, which is a rather pretty stream, with many depths and shallows. It enters the Potomac, but first furnishes water power for many picturesque mills.

Sharpsburg is a town of 1,000 inhabitants.



FROM THE TOWER ON ANTIETAM FIELD

the shaded valley roads, which, in the autumn of 1862, swarmed with soldiers hastening to battle. The South Mountain rises far above the valley, its lofty trees pointing heavenward, and its little war-scarred cabins nestling among scanty clearings. It was on this mountain that McClellan and Lee fought the battle that preceded sanguinary Antietam. Here are the old stone fences behind which lay hundreds of Confederate dead, and I stop at the old Wise cabin, where fifty-six dead Confederates were thrown into a well for want of better burial.

Mrs. Shoemaker, a typical mountain woman, inhabits the cabin and regales me on some of her war experiences ere I turn my face toward Sharpsburg. And while she talks she shifts her pipe in her mouth and mops her face with a red bandana. But it is the field of Antietam I came to visit; Antietam, the bloodiest one day's battle of the Civil War. The South calls it the

It has improved considerably since the war. It has wide streets, well-shaded, old-fashioned houses, and like Fredericksburg, a slave auction block. Sitting in front of the hotel, which, by the way, was Lee's headquarters, with a genuine Maryland breeze to fan you, you would not think that around the town at one time 24,000 men lay dead and wounded. After inspecting the town itself, I go out the Hagerstown pike to the famous Dunker church. It is an old-fashioned brick affair, well scarred to-day, for about its holy precinct some of the hardest fighting took place. The battlefield of Antietam is well marked. Magnificent monuments rise on every hand. Across the pike from the church is the Maryland memorial to the memory of her sons in blue and gray. It was dedicated by President McKinley, who fought in this very battle.

Now I go and turn in at the "Bloody-Lane," a depression not over a quarter of

a mile in length, where 1,800 men looked heavenward with silent lips after the carnage. All is peace here now. You can hear the crickets where blood flowed like water, and two little children are plucking clover in the "Bloody-Lane." I ascend to the top of the great stone conning tower, which stands

field was killed is marked by a stately shaft, and upon many of the memorials stands a soldier in bronze or granite. The McKinley memorial is a beautiful affair and every visitor seeks it out. A mere boy then, the future President covered himself with glory at Antietam.



THE SUNKEN ROAD

at the terminus of this crimson way, and look around. The whole battlefield sweeps away beneath me. Right below me is Piper's cornfield, in corn to-day, as then, and over there is Burnside Bridge, so well known to some of our county veterans. The encircling hills are covered with the soft haze of midsummer, the wheat is

A winding road leads down to Burnside Bridge. The old stone structure saw a thousand Union boys fall in the charges that carried it, and on the slope is the spot where Colonel Coleman, of Troy, fell on that fatal day. Just across the river, Toombs, of Georgia, resisted the taking of the bridge, and the old trees on the spot are bullet-bored



CONFEDERATE BREASTWORKS

ripening in the sun and the spires of Sharpsburg lift their white points toward the sky.

It is one of the most beautiful landscapes God ever made, and to me He seems to have given it a few extra touches. Everywhere you see the great monuments that show where the regiments fought or where some general fell. The spot where Mans-

to-day. Beautiful and decidedly rural is this place. Kine are knee-deep in the Antietam, and their bells tinkle musically in the summer dust. I have been here before, but never did it look so reposeful as now, with the fish leaping from the water, which reflects the images of the hoary trees.

Coming back to town I pass through the National Cemetery, where Lee stood during

the battle, and where 5,000 boys in blue have to-day their eternal bivouac. What a line of dead Ohio has here! How many of her heroic sons still guard the blood-drenched soil of Antietam! God grant that they all may march in the grand review of the Great Commander on the plains of paradise! McClellan missed at Antietam the opportunity of his life. He had Lee in his clutches after the battle, with the swollen Potomac heading him off, but he dallied and the opportunity was lost.

The Government has macadamized the thoroughfares of this great battlefield. They are beautiful highways, lined with stately shafts of granite, memorials to the men who saved the Union. The rising generation knows nothing of the war save what history tells of it. It must come to the old battlefields, it must see the ravages of strife, the bullet-shattered houses, the bloody trenches, the simple people, who, now gray-haired and old, cowered as the earth shook and thousands fell.

I remember once asking an old lady if she suffered during the war and she took me to a little grove and pointed to three mounds, where slept all her sons in gray. And as her eyes grew moist her lips trembled and she said: "If I had three more and the South wanted them they should have gone."

I shall go back to-day over haunted South Mountain. The simple folk there are full of ghost stories. Every blood-stained ravine furnishes its supply. Sherman is said to have remarked that "War is hell." Antietam proves it. But to-day there is no McClellan, no Hooker, raging like a lion, no Sumner, fretting in his battle leash, no eagle-eyed Lee and no fiery Stonewall Jackson. Where they fought lie the peaceful waters of the Antietam, and the daisies beautify the soil of this Aceldama. And to-night the watchful stars will appear in the azure arch and the silent memorials to American heroism will glint in their beams all over the battlefield of Antietam.



THE DUNKER CHURCH

Catoctin Valleys

By FOLGER McKINSEY, in "A Rose of the Old Regime."

The clover in the stubble and the cutters in the corn,
With songs of sweethearts drifting o'er the dewy deeps of morn ;
The cattle in the rye field and the tinkling herd-bell there,
With echoes from the hillsides where Catoctin's ridges flare ;
The valleys of Catoctin, and the glades that sweep between,
With Autumn's golden footsteps on the meadow's fading green :

Ah, dream me vales of beauty,
And dream me hills of light —
The sweet Catoctin Valleys
Bring me golden dreams tonight !

South Mountain says good-morning, and the Heights of Braddock stand
To part the golden valleys of our western Edenland ;
The far Potomac flashes where Virginia's shadow treads,
And wild with rugged beauty rocky foot-hills lift their heads ;
The dear Catoctin valleys and the stubble fields that lie,
Too sweet to live forever and too sweet to ever die :

Ah, bring me silver pictures
In frames of light and gold —
The sweet Catoctin valleys
And the green hills round them rolled !

The morning mist is wreathing above the quiet lanes ;
A sister of the sunshine, far away, with sweet refrains,
Sings up the dawn of duty and the call to men who bow
Their backs above the handles of the moldboard and the plow ;
The valleys of Catoctin, and the fallow glebe they turn
Who walk the ways of wonder where the wild rose paints the burn :

Ah, lift the songs of gladness,
And lift one song for me —
The sweet Catoctin valleys,
With their dream-song drifting free !

I knew them in the spring-time, and when the summer came ;
I love to dream of Autumn climbing up those hills of flame ;
I yearn to see the homesteads in their sweet sleep of delight ;
The moon of soft September, silver fingered, walks the night,
And down Catoctin valleys, and by that crystal stream,
The sisters of the shadows waltz with wine-red lips of gleam :

Ah, banjo, plink your music,
Swing taut the fiddle bow,
Where feet of fay and fairy
In the tender dream-dance go !

O savers of the fodder in sweet Catoctin dells,
Lay by the golden harvest when the Autumn weaves its spells !
The horns, the horns, are calling, the hounds are on the trail,
The ladies in the red coats join the revel in the vale !
The valleys of Catoctin, the glades of gold and green,
The hills the Autumn colors with the glory of her sheen :

Good-morning, oh, good-morning,
Ye dells, ye dales of light ;
The sweet Catoctin valleys,
And the lips that kiss good-night !

The historic town of Frederick, Maryland, lies in the beautiful Catoctin Valley. South Mountain and Braddock Heights cast their shadows over the graves which hold all that was mortal of Francis Scott Key and Barbara Frietchie.



Stub Ends of Thought

By ARTHUR G. LEWIS.



WHY is it that human character respects sincerity and goodness in women and suspects the same qualities among men?

EVERY man is dragged down by a condition in life that does not uplift him.

IT is so easy to disappoint a hope by the indulgence of a doubt.

A MODERN form of genius is common-sense seasoned with rational judgment.

INDECISION as to life's intentions but deepens the shadows on the highway of effort.

STUPIDITY is often responsible for a great deal of apparent rascality.

THE ideal life is that condition which brings us the most happiness and spares others the most pain.

THERE can be no tears of loss shed over those things which we have yet to find.

LET us hope on. It is the last straw sometimes in the ocean of effort that points to an incoming tide.

THERE are no thorns upon that pacific plant known as the flower of silence.

HE commits a double crime who tempts another to do wrong.

THERE is no half-way status of purpose: we either try to succeed or lie down on the proposition.

IT is the mirage we sometimes see that keeps our hopes above the sands of fear.

A SENSE of justice is the highest form of integrity in the character of mankind.

THE world only understands the surface side of man and makes no effort to interpret appearance by intention.

LOYALTY is made up of two virtues, sincerity, as a basis, and honesty, as a component part.

THE endless restlessness of discontent but adds to burdens we are bound to bear.

Too many of us take our seats in the orchestra circle of the world and wait for the curtain to rise upon the efforts of others.

Hope

By ARTHUR G. LEWIS.

Hope is the light of to-morrow's dawn,
The sun of to-morrow's day;
A budding flower that ne'er may bloom,
Yet points to a faith-lit way,
And lessens the weight of the cares we wear,
And the burdens we bear to-day.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O.

EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MAY 17, 1908.											
EASTWARD											
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 508 DAILY	No. 516 DAILY	No. 514 DAILY	No. 512 DAILY	
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM	
LV. WASHINGTON, NEW UNION STA .	7.00	9.00	8.00	11.00	1.00	3.00	6.00	8.00	12.00	2.52	-----
LV. BALTIMORE, CAMDEN STATION .	7.55	9.50	8.52	11.50	1.55	3.48	6.00	9.00	1.00	3.48	-----
LV. BALTIMORE, MT. ROYAL STATION .	8.00	9.54	8.67	11.54	1.59	3.52	6.06	9.06	1.10	3.51	-----
AR. PHILADELPHIA	10.16	11.50	12.11	2.02	4.05	5.50	8.19	11.45	3.36	6.00	-----
AR. NEW YORK, LIBERTY STREET	12.36	2.00	2.30	4.16	6.30	8.00	10.40	3.20	6.22	8.32	-----
AR. NEW YORK, 230 STREET	12.45	2.10	2.40	4.26	6.45	8.10	10.60	6.33	6.33	8.43	-----
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MAY 17, 1908											
WESTWARD		No. 555 DAILY	No. 517 EXCEPT SUNDAY	No. 505 DAILY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY 5 HOUR	No. 503 DAILY	No. 511 DAILY	
	PM	AM	AM	AM	AM	PM	PM	PM	PM	PM	
LV. NEW YORK, 230 STREET	11.50		7.50	9.50	11.50	1.60	3.50	5.50	6.50		
LV. NEW YORK, LIBERTY STREET	1.30		8.00	10.00	12.00	2.00	4.00	6.00	7.00		
LV. PHILADELPHIA	4.16	8.16	10.17	12.30	2.17	4.16	6.12	8.31	9.21		
AR. BALTIMORE, MT. ROYAL STATION	6.45	10.50	12.16	2.43	4.16	6.09	8.09	10.50	11.23		
AR. BALTIMORE, CAMDEN STATION	6.50	10.55	12.20	2.47	4.20	6.13	8.13	10.55	11.27		
AR. WASHINGTON, NEW UNION STA.	7.50	11.45	1.16	3.60	5.20	7.00	9.00	12.00	12.22		
	AM	AM	PM	PM	PM	PM	PM	AM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

EFFECTIVE MAY 17, 1908.									
WESTWARD		No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 8 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY
									NOTE.
Lv. NEW YORK, 230 STREET	9.60 AM	11.50 AM	N 3.60 PM	5.60 PM	7.50 AM	11.50 PM	8.60 PM	-----	-----
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	8.00 AM	1.30 AM	7.00 PM	-----	-----
Lv. PHILADELPHIA	12.30 PM	2.17 PM	6.12 PM	8.31 PM	10.17 AM	4.15 AM	9.21 PM	-----	-----
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.16 PM	8.09 PM	10.50 PM	12.16 PM	7.45 AM	11.23 PM	-----	-----
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.05 PM	12.25 PM	8.00 AM	11.32 PM	-----	-----
Lv. WASHINGTON, NEW UNION STA.	4.05 PM	5.30 PM	9.10 PM	12.40 AM	1.22 PM	9.10 AM	12.30 AM	-----	-----
Ar. DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----	-----	-----
Ar. PITTSBURG	-----	-----	6.45 AM	-----	9.42 PM	6.25 PM	8.60 AM	Lv 5.25 PM	-----
Ar. CLEVELAND	-----	-----	12.00 NN	-----	-----	-----	-----	-----	-----
Ar. WHEELING (EASTERN TIME)	-----	5.35 AM	-----	-----	-----	8.00 PM	-----	Lv 5.15 PM	-----
Ar. COLUMBUS (CENTRAL TIME)	-----	8.45 AM	-----	-----	-----	-----	-----	9.25 PM	-----
Ar. CHICAGO	-----	5.15 PM	-----	-----	9.45 AM	-----	-----	7.30 AM	-----
Ar. CINCINNATI	8.05 AM	-----	-----	5.36 PM	-----	1.45 AM	-----	-----	-----
Ar. INDIANAPOLIS	11.45 AM	-----	-----	10.36 PM	-----	6.35 AM	-----	-----	-----
Ar. LOUISVILLE	11.50 AM	-----	-----	9.35 PM	-----	7.20 AM	-----	-----	-----
Ar. ST. LOUIS	5.50 PM	-----	-----	7.28 AM	-----	1.40 PM	-----	-----	-----
Ar. CHATTANOOGA	7.30 PM	-----	-----	6.40 AM	-----	-----	-----	-----	-----
Ar. MEMPHIS	11.25 PM	-----	-----	8.35 AM	-----	-----	-----	-----	-----
Ar. NEW ORLEANS	10.55 AM	-----	-----	8.15 PM	-----	-----	-----	-----	-----

Pullman Sleepers to all points. + Except Sunday.
N—Connection east of Baltimore is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EFFECTIVE MAY 17, 1908.									
EASTWARD		No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY	
Lv. OHIO	-----	-----	-----	5.00 PM	10.40 AM	-----	-----	8.30 PM	-----
Lv. COLUMBUS	-----	-----	-----	7.00 PM	-----	-----	-----	-----	-----
Lv. WHEELING (EASTERN TIME)	-----	-----	5.00 PM	12.25 AM	-----	-----	-----	10.50 AM	-----
Lv. CLEVELAND	-----	-----	-----	7.30 PM	-----	3.00 PM	-----	-----	-----
Lv. PITTSBURG	-----	-----	-----	8.00 AM	-----	10.00 PM	6.00 PM	1.15 PM	-----
Lv. ST. LOUIS	* 9.00 AM	1.45 AM	-----	-----	-----	-----	9.28 PM	-----	-----
Lv. LOUISVILLE	2.10 PM	8.10 AM	-----	-----	-----	-----	2.30 AM	-----	-----
Lv. INDIANAPOLIS	3.00 PM	* 8.05 AM	-----	-----	-----	-----	4.12 AM	-----	-----
Lv. CINCINNATI	* 6.35 PM	12.16 PM	-----	-----	-----	-----	8.00 AM	-----	-----
Lv. NEW ORLEANS	-----	9.15 AM	-----	-----	-----	-----	7.10 PM	-----	-----
Lv. MEMPHIS	-----	8.35 PM	-----	-----	-----	-----	6.35 AM	-----	-----
Lv. CHATTANOOGA	4.45 AM	11.35 PM	-----	-----	-----	-----	-----	-----	-----
Ar. DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----	-----	-----
Ar. WASHINGTON, NEW UNION STA.	12.40 PM	6.30 AM	4.42 PM	12.30 PM	6.40 AM	2.37 AM	10.25 PM	-----	-----
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	6.60 PM	1.47 PM	7.60 AM	3.42 AM	11.30 PM	-----	-----
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.51 AM	1.10 AM	-----	-----
Ar. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.16 AM	6.00 AM	3.35 AM	-----	-----
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.22 AM	-----	-----
Ar. NEW YORK, 230 STREET	6.46 PM	12.45 PM	10.50 PM	6.46 PM	12.46 PM	8.43 AM	6.33 AM	-----	-----

Pullman Sleepers from all points. * Daily. + Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

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No. 512. Drawing Room Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia. Dining Car, a la carte, Philadelphia to New York.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. **Five Hour Train.** Drawing Room Parlor and Observation Parlor Cars Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. **"Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Parlor Car Richmond to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Parlor Car Pittsburg to New York. Dining Car a la carte, Baltimore to Philadelphia.

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 555. Separate Pullman Drawing Room Sleeping Cars to Baltimore, Washington and Cincinnati.

No. 517. Drawing Room Parlor Car Philadelphia to Washington.

No. 505. Observation Parlor Car New York to Pittsburg. Dining Car, a la carte, New York to Philadelphia.

No. 501. Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 527. **Five Hour Train.** Drawing Room Parlor Car New York to Washington and Richmond Va.

No. 509. **"Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. **Cincinnati-St. Louis Limited.** Drawing Room Sleeping Car New York to St. Louis. Drawing Room Sleeping Car New York to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. **Chicago Express.** Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Washington to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. **Pittsburg Night Express.** Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. **St. Louis Express.** Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Baltimore to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. **"Pittsburg Limited."** Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Drawing Room Sleeping Car Richmond, Va., to Pittsburg. Dining Car Connelisville to Pittsburg.

No. 5. **"Chicago Limited."** Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car New York to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve all meals.

No. 55-15. **The Daylight Train.** Drawing Room Sleeping Car New York to Cincinnati. Buffet Parlor Car Baltimore to Pittsburg. Parlor Car Cumberland to Wheeling. Dining Cars Martinsburg to Grafton and Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Cafe Parlor Car Wheeling to Newark.

EASTWARD.

No. 2. **St. Louis-New York Limited.** Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Louisville to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. **Cincinnati-New York Limited.** Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 6. **Chicago-New York Limited.** Drawing Room Sleeping Car Chicago to New York via Pittsburg. Parlor Car Pittsburg to New York. Observation Parlor Car to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. **Chicago-New York Express.** Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals.

No. 10. **Night Express.** Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. **"Duquesne Limited."** Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Pittsburg to Richmond, Va. Dining Car Pittsburg to Connelisville and Philadelphia to New York. Dining Cars serve all meals.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Parlor Car Pittsburg to Baltimore.

No. 14. Drawing Room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling. Parlor Car Wheeling to Cumberland. Buffet Parlor Car Cumberland to Baltimore.

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CANTON, OHIO, O. O. McDONALD, Ticket Agent.

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CITY OF MEXICO, MEX., D. BANKHARDT, Agents General, B. & O. S.-W., Prolongacion Del 5 De Mayo 11.

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B. N. AUSTIN, General Passenger Agent,
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D. B. MARTIN, Manager Passenger Traffic,
Baltimore & Ohio R. R., Baltimore, Md.

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Taxameter Cab Service

23d Street Terminal
NEW YORK CITY

New Union Station
WASHINGTON, D. C.

Baltimore & Ohio

R. R. TERMINALS

Taxameter Tariff

REDUCED SUMMER RATES

The Taxameter measures accurately the distance traveled and the waiting time, and automatically computes, indicates and records the exact fare for the service rendered.

The amount to be paid by the passenger is the sum of the figures shown by the indicator marked "Fare" and by the indicator marked "Extras."

Distance—All Vehicles

Initial charge (which pays for the first one-half mile or fraction thereof) ... \$.30
Each quarter mile thereafter10

Waiting

Landaulets, each six minutes \$.10
Hansom, Coupe, Brougham or Victoria, each ten minutes (only 60 cents an hour)10

Extras—All Vehicles

Trunk \$.20
For ordering a cab each mile or fraction thereof from stand or station to point ordered20

From One to Five Passengers Carried at the Above Rates

All ferriage and bridge tolls, both going and returning, must be paid by the passenger.



LOW-RATE ONE-WAY COLONIST FARES

TO MANY POINTS IN

Alberta, Can.	Arizona	British Columbia	
	California	Idaho	
Mexico	Montana	Nevada	New Mexico
Oregon		Washington	

ON SALE DAILY

UNTIL OCTOBER 30, 1908

For tickets and detailed information call on or address Ticket Agents

BALTIMORE & OHIO RAILROAD



Baltimore & Ohio

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WHEELING
PITTSBURG
BALTIMORE
PHILADELPHIA
NEW YORK

Express Trains "Every Hour on the Hour"

between Baltimore and Washington
both ways: 7 a.m. to 8 p.m. week days

ROYAL BLUE TRAINS

"Every Odd Hour"

Washington to New York

"Every Even Hour"

New York to Washington

New York City

Below 46th Street

B. & O.
23d
Street
Heart of
the City

Steamship
Piers

B. & O.
Liberty
Street
Financial
District

Jersey
City



X
Through
Street Cars
between
23d St.
and
Grand
Central
Station
7 a. m. to 7 p. m.
weekdays

Black Line
Subway

Dotted Line
Elevated

Surface Line

Local
Station

Express
Station

Bridge

Ferries
to
Brooklyn

LOWER HARBOR



Map of
Pittsburgh
and Connections

Baltimore



Ohio

R.R.

EAST AND WEST



CALENDAR - 1908



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
5	6	7	8	9	10	11	2	3	4	5	6	7	8	1	2	3	4	5	6	7	12	13	14	15	16	17	18
12	13	14	15	16	17	18	9	10	11	12	13	14	15	15	16	17	18	19	20	21	19	20	21	22	23	24	25
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26	27	28	29	30	31	..	23	24	25	26	27	28	29	29	30	31
MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
3	4	5	6	7	8	9	7	8	9	10	11	12	13	5	6	7	8	9	10	11	2	3	4	5	6	7	8
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24	25	26	27	28	29	30	28	29	30	26	27	28	29	30	31	..	23	24	25	26	27	28	29
31	30	31
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
6	7	8	9	10	11	12	4	5	6	7	8	9	10	1	2	3	4	5	6	7	..	7	8	9	10	11	12
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27	28	29	30	25	26	27	28	29	30	31	29	30	27	28	29	30	31

ROYAL BLUE TRAINS

D. B. MARTIN,
MANAGER PASSENGER TRAFFIC,
BALTIMORE, MD.

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